"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

THE WEATHER.

Showers and Thunderstorms; cooler; west to northwest winds.

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THE NEWS CONDENSED.

Page 3.

Miss Barton cables that the relief ship State of Texas is landing hospital supplies in Cuba, and asks for 100 pairs of crutches, and a large supply of light underclothing. An offer by Henry M. Flagler of land and $5,000 for the construction of a hospital for the wounded at Miama, Fla., has been accepted.

Page 4.

The Rev. Dr. Cuthbert Hall preached in the Brick Presbyterian Church yesterday upon the destiny of our country.

The Rev. J. F. Carson, in his sermon at the Central Presbyterian Church, Brooklyn, yesterday, advocated the annexation of Cuba, Puerto Rico, and the Philippines and an alliance with England.

Senator Platt was in conference at Manhattan Beach nearly all of yesterday with prominent Republicans. State Senator Page was there, supposed to be acting as an emissary from Gov. Black in regard to the Police and Election Boards.

Henry F. Gillig, who founded the American Exchange in Europe, has returned to this city from Germany and began suit for $50,000 damages against Raymond W. Kenney, who caused his arrest last year. Mr. Kenney, it is said, has gone abroad.

The British steamship Ravensdale, which witnessed the encounter between the St. Paul and the Terror at San Juan, arrived here yesterday. Capt. Luke told conflicting stories of the affair, and said the Terror was struck only by accident.

The Rev. John Balcom Shaw, in the West End Presbyterian Church, yesterday delivered a sermon on the final outcome of the war. The reversal of the Monroe Doctrine has become imperative, he said, and we must hold the Philippines and annex Hawaii. He predicted that Great Britain and America, in alliance, will be the world's conquering and dominating power, offsetting a combination of the great nations of Continental Europe, headed by Russia, and that another result of the war will be a widespread religious revival.

Page 5.

The Hudson Boat Club regatta to-day will be an event interesting to oarsmen. Many clubs have entered.

Page 10.

A monument to Henry George was unveiled at Greenwood in the presence of a large crowd of his followers. The Rev. Dr. McGlynn delivered the principal address.

The Chicago newspaper publishers have decided not to take back any member of the union of striking stereotypers. The typographical union did not authorize the strike and may order the men back.

At the meeting of the Central Labor Union yesterday Delegates Winston and Pallas were exonerated of a charge of bribery said to have been made by Assemblyman John F. Maher, and the latter was censured.

The Board of Commissioners for Foreign Missions has issued a reply to statements recently published concerning its alleged attitude in the question of the status of some of the islands in the Pacific that will result from the war with Spain. The board declares that it does not meddle in political matters, and has taken no part in discussions relating to territorial acquisitions by the United States in any part of the world.

Arrivals at Hotels and Out-of-Town Buyers.—Page 3.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 3.
Losses by Fire.—Page 3.
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FIRED ON AT SANDY HOOK.

Two Yachts Met by Shots from Patrol Boat While Trying to Pass In at Night.

At 11:10 o'clock last night, while two sloop yachts painted white were trying to pass in at Sandy Hook, two shots were fired at them by a vessel of the harbor patrol fleet. One of the yachts turned and went up through the mine fields and appeared to be uninjured, while the other continued on her course.

CANADIAN TROOPS COME OVER.

Soldiers from Ottawa Will Help Celebrate the Fourth at Burlington, Vt.

OTTAWA, Ont., July 3.—The Forty-third Regiment, comprising about 400 officers, non-commissioned officers, and men, also forty officers and men from the Princess Louise Dragoons, and about the same number from the Ottawa Field Battery, with the two bands of the Forty-third Regimnt and the Caledonian bagpipe band, left at 10:30 to-night for Burlington, Vt. A large crowd assembled at the depot to see them off. Col. Aylmer, Adjutant General, accompanied the troops.

CAMARA'S FLEET COALED.

His Ships Expected to Enter the Canal To-morrow.

ISMAILIA, Egypt, July 3.—Admiral Camara's fleet coaled this afternoon. His ships will enter the canal on Tuesday.

CAIRO, July 3.—It is rumored here that more Spanish ships are arriving at Port Said.

THE WEATHER.

The local forecast may be found at the top of this page, to the right of the title.

The pressure is high in the Gulf States, the Missouri, and Lower Mississippi Valleys. It is low in New England and the lower lake region, also on the Rocky Mountain plateau. The barometer has fallen in New England and the Atlantic States; also on the Rocky Mountain plateau. It has risen in the lake regions, and on the Rocky Mountain slope. The temperature is higher in New England and in the Rocky Mountain districts. It is lower in the lake regions, and the Ohio and Lower Mississippi Valleys.

The following maximum temperature occurred yesterday: 100 at Albany, Philadelphia, Washington City, and Parkersburg; 99 at New York, 98 at Portland, Me.; Boston, Pittsburg, and Cincinnati, 96 at Lynchburg, 94 at Nashville, Knoxville, and Cleveland, 92 at Chattanooga and 88 at Tampa.

The temperature will be lower to-day in New England, the Middle Atlantic States, the Ohio Valley, and the lower lake region. Showers and thunderstorms are indicated for the lower lake region, the Ohio Valley, and the East Gulf States, and they will probably occur in New England and the Middle Atlantic States this afternoon or to-night. The weather will be fair west of the Mississippi River and warmer on the Rocky Mountain slope.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	TIMES. 1898.
3 A. M.	65	71	77
6 A. M.	68	70	78
9 A. M.	70	78	82
12 M.	77	93	92
3 P. M.	77	99	94
6 P. M.	73	94	92
9 P. M.	69	89	89
12 P. M.	69	88	86

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	86¾
Weather Bureau	84
Corresponding date 1897	71
Corresponding date last twenty years	74

The maximum temperature yesterday was [illegible] degrees at 4 P. M.; the minimum was [illegible] degrees at 7 A. M. The humidity at 8 A. M. was [illegible] degrees, and at 8 P. M. 44 [illegible]

SPANISH FLEET DESTROYED

All Except One of Cervera's Ships Burning on the Beach Off Santiago.

SAMPSON'S FOURTH OF JULY VICTORY

News of the Battle Sent to the War Department by Col. Allen of the Signal Service---Great Rejoicing at the White House.

NOT A DOUBT OF ITS CORRECTNESS

WASHINGTON, July 3.—The following dispatch was received to-night at the War Department:

PLAYA DEL ESTE, July 3.

Siboney office confirms statement that all the Spanish fleet except one warship is destroyed and is burning on the beach. It was witnessed by Capt. Smith, who told operator.

No doubt of its correctness. ALLEN, Signal Officer.

WASHINGTON, July 3.—The following cable dispatch was given out at the White House:

PLAYA DEL ESTE, July 3.

The destruction of Cervera's fleet is confirmed. ALLEN, Lieutenant Colonel.

WASHINGTON, July 4.—Glorious news from Cuba affords the American people just reason for an enthusiastic celebration of this, the Nation's natal day.

Admiral Sampson has accomplished the work which he was directed to perform when he left Key West for the Southern coast of Cuba.

He was ordered to find and destroy Cervera's fleet.

Several weeks ago Commodore Schley located the fleet in the Bay of Santiago.

Yesterday, after being bottled, helpless in the harbor for weeks, the fleet was destroyed. Nothing now remains of the Spanish squadron but shattered, burning hulks.

Shortly after 12 o'clock this morning Assistant Secretary of the Navy Allen left the White house hastily, and going directly to the Navy Department, posted upon the department bulletin board the dispatch from Lieut. Col. Allen confirming the destruction of Cervera's fleet.

The information contained in this bulletin was received early in the evening, but it was not announced officially until several hours later.

As a result of its receipt, however, a conference of prominent officials was held at the White House immediately. Those present at the conference besides the President were Vice President Hobart, Secretary Day, Secretary Long, Secretary Alger, Postmaster General Smith, Gen. Miles, Adt. Gen. Corbin, Gen. Guy V. Henry, and Senator Hanna. The information was discussed in all its phases.

The news sent by both Gen. Shafter and Lieut. Col. Allen was received with intense satisfaction. It was taken to indicate not only that Admiral Sampson had accomplished magnificently the task to which he had been set, but it also clearly proved that Gen. Shafter was in a much stronger position than the war officials had been led to believe he held. One of the officials who attended the conference said after the news had been officially announced, that it very materially modified the seriousness of the situation.

The destruction of the fleet, which was not confirmed until a few minutes before the news was given to the public, removes by far the most serious obstacle to the occupation of Santiago by the American land forces.

During the almost continuous conflict of Friday and Saturday reports show that the Spanish fleet did awful execution by shelling the American troops. It is regarded as unlikely that with the fleet lying in the bay, Gen. Shafter's forces would have been able to safely occupy Santiago.

After the reduction and capture of the outer defenses of the city by Gen. Shafter, it became necessary that Admiral Cervera's fleet be eliminated from the question. Its elimination was executed by Admiral Sampson, thus leaving the way open for the continued advance of Gen. Shafter's troops upon the city.

Details of the destruction of Cervera's fleet have not been received at this writing by either the War or Navy Department. Whether Sampson's ships entered the harrbor and there attacked and annihilated the Spanish squadron, or whether Cervera made a desperate dash past the sunken Merrimac to the ocean beyond, in the hope that he might be able to save at least a part of his fleet, has not been officially ascertained.

APPREHENSION TURNED INTO GREAT REJOICING.

WASHINGTON, July 3.—Sampson has destroyed Cervera's fleet. The battle of Santiago has been won—and by the navy.

That was the thrilling news that went from lip to lip to-night, traveling with the winged feet that good things have. Coming as it does after a day of depression resulting from the discouraged tone in which Gen. Shafter reported the result of his two days of bloody fighting before Santiago, the announcement was splendid sunlight bursting through low-hanging clouds.

The people had looked for the story of another Dewey victory from Gen. Shafter. Even after the tale of fearful slaughter with smal advantage won brought from the fighting of Friday, they held to the hope that yesterday would see the American arms triumphant. When, instead of a paean of victory, Gen. Shafter from his invalid's couch admitted the hopelessness of the fight he was waging and called for help, the sombre side of the war for the first time showed itself.

It was a quick and marked change in the popular feeling. People discussed with lowered voices the fearful loss of life in the battle of Friday; the details of the carnage published in the extra editions of the local papers were read without the explanation that had been provoked by the unbroken stories of victory with which they had been wont to be regaled.

Even military men were depressed more by the tone of discouragement which they read between the lines of Gen. Shafter's telegram to the War Department than by any particular thing in it. It was plain that the General in command of the American forces was disappointed, and his spirit was reflected in the faces of heads of the army administration who were in consultation so frequently during the day.

Gen. Shafter's Despondency.

To those who knew the unpublished portions of Gen. Shafter's dispatch, the cause of his despondency was the more readily explained as the result of his indisposition, which it seems had made it impossible for him to be out for four days, though he still retained command of the army. This and the fact that so many of his commanding officers were suffering from the heat and fever, it was seen, had probably made the situation less hopeful to him than it might otherwise have been. Gen. Shafter weighs some 300 pounds and is subject to an affection of the veins of his limbs, which sometimes incapacitates him from walking for days at a time. It is presumed that the severe heat had caused a return of this affection which had laid the General up.

Early in the evening, however, came the silver lining to the cloud. A second telegram to the Adjutant General of the Army was received from Gen. Shafter, announcing an engagement between the American fleet, under Admiral Sampson, and the Spanish fleet, commanded by Admiral Cervera. This telegram was religiously guarded. It was contended by the army officials that it being a naval matter, the news ought to be given out by the Navy Department. The navy had received no news. In this situation, those who had had an intimation of the nature of the tidings were compelled to wait, with the assurance that as soon as Admiral Sampson made his report the information would be made public.

Up to midnight this had not been done. The news was too good to keep, however. Like imperceptible ether, it made its way out of the padlocked official repositories in which it was supposed to be encased. It became known that the object of the whole Santiago campaign had been accomplished at one stroke. That object was the capture or destruction of the Spanish fleet. Just how this had been done was not revealed. It became known also that Sampson was probably still chasing one of the Spanish vessels, from which fact it was inferred that Cervera had attempted to rush out of the harbor, and that all of his ships but one had been taken or destroyed.

Seekers after more details were told that the news was such as to entirely change the situation, from what Gen. Shafter's morning's dispatch had represented it. Its effect was quickly apparent in a change of Gen. Miles's plans. He had arranged to leave at once for Santiago, but with the Spanish fleet out of the way the need for the prompt taking of that city was gone, and he abandoned his intention.

Of the receipt of Gen. Shafter's telegram there is absolutely no doubt, although up to midnight no revelation of its contents had been made from official sources. Secretary Alger, Adjutant Gen. Corbin, and Gen. Miles all refused positively to say anything about it, though Gen. Miles, in reply to a direct question, would not deny that a message had been received from Gen. Shafter which contained good news, in contrast to that contained in his message of the morning.

The correspondent of THE NEW YORK TIMES is able to state, however, on the highest possible authority, that a dispatch has been received from Gen. Shafter, the purport of which is that the Spanish fleet in Santiago Harbor has been removed as a factor in the war situation, having been either captured or destroyed by Admiral Sampson. Details of how or when this was done may be withheld from the public until the Admiral himself has reported them, but of the main fact that Cervera's ships are "done for," and no longer menace the army under Shafter, there can be no doubt.

There was a great and general sigh of relief. The day, begun in gloom, ended in glory and the [illegible] of Fourth of July [illegible]

SHAFTER DEMANDS A SURRENDER

Sends a Message to Santiago for Immediate Compliance.

THREATENS TO BOMBARD

A Statement Received at the White House from His Camp.

LOOKS FOR SUCCESS

The Message Is Dated at Playa del Este and Puts a New Aspect on Affairs.

WASHINGTON, July 3.—The following statement was to-night given out at the White House:

"Gen. Shafter telegraphs:

"PLAYA DEL ESTE, July 3.

"Early this morning I sent a demand for the immediate surrender of Santiago, threatening to bombard the city.

"I believe the place will be surrendered.

"SHAFTER."

Gen. Shafter, in command of the land forces before Santiago, had so far progressed in the carrying out of his plans for the reduction of the city that at 10:30 yesterday morning he demanded the immediate surrender of the Spanish forces. At 4:30 yesterday afternoon Gen. Shafter's demand had not been complied with, so fas as the war officials here were able to ascertain.

That the demand will be complied with, however, Gen. Shafter fully believes, and that the Stars and Stripes will on this Fourth of July be raised over the former capital of Cuba is regarded as practically certain.

THE DISCOURAGING DISPATCH.

WASHINGTON, July 3.—Early to-day Gen. Shafter sent the following dispatch summarizing the situation:

"Playa del Este, July 3.

"To Secretary of War, Washington:

"Camp near Sevilla, Cuba, July 3.—We have the town well invested on the north and east, but with a very thin line. Upon approaching it we find it of such a character and the defenses so strong it will be impossible to carry it by storm with my present force.

"Our losses up to date will aggregate a thousand, but list has not yet been made. But little sickness outside of exhaustion from intense heat and exertion of the battle of the day before yesterday, and the almost constant fire which is kept up on the trenches.

"Wagon road to the rear is kept up with some difficulty, on account of rains, but I will be able to use it for the present.

"Gen. Wheeler is seriously ill, and will probably have to go to the rear to-day. Gen. Young also very ill; confined to his bed. Gen. Hawkins slightly wounded in foot during sortie enemy made last night, which was handsomely repulsed.

"The behavior of the troops was magnificent.

"Gen. Garcia reported he holds the railroad from Santiago to San Luis, and has burned a bridge and removed some rails; also that Gen. Pando has arrived at Palma, and that the French Consul, with about 400 French citizens, came into his line yesterday from Santiago; have directed him to treat them with every courtesy possible.

"SHAFTER, Major General."

Secretary Alger sent the following reply to Gen. Shafter:

"To Gen. Shafter: The President directs me to say that you have the gratitude and thanks of the Nation for the brilliant and effective work of your noble army on Friday, July 1. The steady valor and heroism of officers and men thrill the American people with pride. The country mourns the brave men who fell in battle. They have added new names to our roll of heroes.

"R. A. ALGER, Secretary of War."

Gen. Shafter's dispatch speaks for itself, and, as Adjt. Gen. Corbin said, tells what a desperate fight our gallant troops have been in. It was received at noon to-day after a lull of nearly thirty-six hours in the official information from the field. At first, when it became known that the American commander had reported the defenses to be so strong it would be impossible to carry them by storm with his present force, there was momentarily a wave of deep apprehension. But this was not shared by the military authorities here. All their energies, all their attention, was turned to meeting the situation as presented by Gen. Shafter. There was neither time nor disposition to take account of what had gone before, when the fact was plain that the American Army had fought its way inch by inch, under a blazing sun, through a dense tropical vegetation, steadily advancing and beating back the foe, taking position after position, until, as Gen. Shafter reported, the town was well invested on the north and east by the long drawn-out line of American troops. That was a sufficient tribute to the valor of our brave men, and it silenced all cavil over the conditions now presented by Gen. Shafter.

It was a time for action, for reinforcements, and toward the execution of this end every effort of the Administration was at once turned. But there was other information of different tenor coming about the same time. The main army was not alone feeling the effect of this three days' shock of arms. Definite, positive information was at hand, that Santiago had been literally torn to pieces and that in the wreck and ruin of demolished buildings the Spanish casualties numbered fully 1,000. This was a fitting offset to any qualms raised by the reports from the American lines.

Fearful Havoc by Our Guns.

This information came from one of the foreign Consuls stationed at Santiago, who reported to the representative of his country in Washington the fearful havoc within the city wrought by the American army and the fleet. The distress of the city, even before the battle, [illegible] shown by the [illegible] out rations [illegible] last month. Evidently there was no food to buy; the Spanish military forces had taken every available pound; only by this official distribution of rations to the foreign colony could they be kept from starvation.

Then came the brief but graphic recital of the terrible effect of the American attack from land and sea. The bursting shells from our fleet had done the greatest damage inside of the city. Buildings were riddled with rifle shot and mown down with the huge shells and solid projectiles from the ships.

Most serious of all, the Spanish commander, Gen. Linares, occupying a place similar to that of Gen. Shafter in the American Army, was seriously wounded. This last fact had been grudgingly admitted from Madrid, but the report reaching here left no room for doubt as to the seriousness of this feature. With it was the further fact that the Spanish casualties, even behind intrenchments, ran up to 1,000, and was equal to that of the fearless men who fought in the open.

With all the lights furnished on the situation, official and unofficial, direct and indirect, it was apparent that each side had suffered terribly, with now a period of lull for those in responsibility to measure their conditions, bury their dead, care for their wounded, and prepare for the graver conflict yet to come.

The President and his advisers remained calm throughout the trying experiences of the day. All their attention was directed to the work of preparation. The future movements of Gen. Shafter are well established. They had been made known in his dispatch, but it was deemed advisable not to make this portion public, as it would serve to advise the enemy of the American plans. It can only be said that Gen. Shafter's forces will be strongly and favorably located, with the guns of the American warships serving as an additional protection to their front. Reinforcements will be hurried to them, which will be ample for any emergency, whether it be storm or siege. With Santiago partially wrecked and filled with a thousand dead and wounded, the condition there is desperate, even critical.

Little Danger from Sorties.

There is little likelihood of any Spanish sorties in force under such circumstances, but the possibility still opens that the Spanish garrison may seek relief by evacuating the city and retiring to the mountain paths to the north. But the American plan is for offensive, vigorous action, and with the full resources of men and arms at the command of the country. As Gen. Miles said, 50,000, if need be, will move on Santiago; if more are needed, then it will be 75,000. The lesson of Santiago has served only to enkindle a greater earnestness throughout every avenue of official life at the National capital, and there is a deep set determination to meet heroic conditions with heroic treatment.

War Conference at the White House.

Following the receipt of Gen. Shafter's telegram there was a hurried war conference at the White House. Secretary Alger, accompanied by Gen. Corbin, reached there a few minutes before 1 o'clock, and was immediately closeted with the President. Secretary Alger brought the Shafter dispatch with him, and also a map and other data necessary for the important meeting about to take place. Gen. Corbin was with the President and the Secretary for a few minutes and then hurried back to the War Department, where he made public such portion of Gen. Shafter's dispatch as was compatible with the public interest. Assistant Secretary Meiklejohn, who has a thorough knowledge of the transport service, was also hastily summoned, and reached the White House about 1 o'clock. The conference lasted for some time.

Gen. Miles, who also was at the White House, said that reinforcements would be rushed to the assistance of Gen. Shafter, and, if necessary, these would aggregate 50,000 men, though the General had no idea that such a number would by any means be necessary.

The combined American and Cuban forces now under the command of Gen. Shafter amounted approximately, he said, to 23,000 men, while those available for the Spaniards were probably 32,000 soldiers. These included, however, the men at Holguin, presumably about 10,000, and the force under another Spanish General amounting to 8,000 men.

Gen. Miles did not say whether the two bodies of men last referred to had actually joined Gen. Linares, but the understanding is here that they have not. Col. Humphreys is in charge of the transport service with Shafter's army, and he will send back to Tampa the vessels that can be spared as rapidly as possible. In fact, word had been received that the transports had started for the United States this morning. If possible, the War Department will send 15,000 men from Tampa on these transports. Six vessels have recently loaded with men, ammunition, arms, supplies &c., and are now at Key West on their way to reinforce Shafter's army. Included in this expedition are some batteries of artillery. In all these forces constitute about 2,500 or 3,000 men.

Gen. Shafter's Possible Plans.

Gen. Miles in the course of a brief talk said to-day that Gen. Shafter might contemplate the withdrawal of his forces to the highlands, in the direction of Siboney, where they would be near the sea. This, however, would be a temporary expedient, enabling the soldiers to rest and prepare for the work ahead.

The officials hope to rush the reinforcements to Gen. Shafter, so that there will be from 32,000 to 35,000 men under his command within the next ten days, and sooner if this can be arranged. This is exclusive of the insurgents, of whom Gen. Garcia has been to able to bring to Shafter's command approximately 4,000 men. There were about 15,000 men and officers in the expedition that set out from Tampa less than a month ago. These have since been reinforced by the troops of Brig. Gen. Duffield's command, amounting to 3,000 men, and consisting of the Thirty-third and Thirty-fourth Michigan and the Ninth Massachusetts Regiments. The first 1,300 of Gen. Duffield's brigade have been with Shafter for a week, while the remainder have just embarked.

The Second Expedition.

During the last week a second expedition of large proportions was scheduled to leave Tampa, carrying a good portion of Gen. Snyder's division of the Fourth Corps, as reinforcements for Gen. Shafter. Assistant Secretary Meiklejohn said to-day that eleven transports were available to carry Snyder's troops, and while without any official information on the subject, he assumed that probably 5,000 of them were now on their way in these transports to join those in Santiago Province.

The other troops to be sent to the aid of Gen. Shafter will, according to the understanding here, be the remaining portion of Gen. Snyder's division, and such other regiments now at Tampa best equipped and ready for active work. Gen. Brooke, commanding at Chickamauga, has already received instructions to have fifteen regiments prepared for immediate movement. Gen. Snyder's division, which was under orders for Santiago, included the following regiments: Eleventh and Nineteenth Infantry of the regular army, the First District of Columbia, the Second New York, the Fifth Maryland, the Third Pennsylvania, the One Hundred and Fifty-seventh Indiana, and the First Ohio.

Gen. Garretson's brigade, now at Camp Alger, Va., is under orders also for Santiago. Garretson's brigade is composed of the Sixth Illinois, Sixth Massachusetts, and the Eighth Ohio Volunteer Regiments.

The army officials, feeling that they have profited by the experience in preparing the first expedition, say better time will be made with those to follow.

The Mohawk and Mississippi, two vessels of the American Transport Line just acquired by the Government, have facilities for about 1,300 men and animals, and probably will be used in sending aid to Shafter. They are now at New York under orders for Tampa.

STORY OF FRIDAY'S BATTLE.

An Artillery Duel—Our Men Charge the Enemy—How Caney Was Taken.

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SIBONEY, July 1.—In the battle to-day the American lines stretched across the whole width of the basin in which Santiago lies, a distance of fully five miles. Immediately in front of Gen. Lawton, on the extreme right, lay Caney, surrounded by blockhouses and intrenchments, and against this point the operations were directed. Beyond the San Juan River, 2,000 yards before the centre and left, lay a line of intrenchments a mile west of the city. These two divisions were covered by a heavy tangled undergrowth between the San Juan and the Rio Gauma. On the extreme left on the heights, beyond Capt. Grimes's battery, behind which, in the shelter of an old sugar house, where the rear cavalry division was massed, were Gen. Duffield's Michigan Volunteers, who moved out at daylight over the line of railroad from Siboney.

The Americans had the advantage of the sun in the morning, which shone directly in the enemy's faces.

The engagement opened when the fleet, lying outside the entrance to the harbor, began dropping shells into the lower end of the Spanish earthworks. This firing, which was entirely by bearings, was not effective.

Capron's First Shot.

At 7:20 the land engagement opened with firing from Capt. Capron's battery on the extreme right upon the blockhouses and intrenchments before Caney. This was followed quickly by simultaneous attacks by Gen. Chaffee and Col. Ludlow, who occupied a flanking position to the north. The Spaniards replied with great spirit and nerve when our shells burst directly over their trenches. A few minutes before 8 o'clock Capt. Grimes opened with his battery on the heights to the right of the main redoubt, situated in the centre of the Spanish line of intrenchments, directly before the city.

The Spanish reply was immediate and wonderfully accurate. The second or third of their shells broke over one of Capt. Grimes's guns, killing two men and wounding four. Both the Spanish and American batteries used shrapnel. The next Spanish shell burst just beyond the battery and riddled a sugar house, behind which Col. Wood's Rough Riders were awaiting a forward movement. It was from these heights that the English, German, and Japanese military attachés viewed the engagement.

Capt. Grimes's shells, set for a range of 2,800 yards, slightly overshot the mark. It was difficult to locate the Spanish guns as they used smokeless powder, and in this, the first artillery duel, we had the worst of it. Up to this time there had been no infantry fire except on the extreme right, where the Spaniards were being hard pressed by Gens. Chaffee and Lawton.

A Balloon Sent Up.

About 8:30 a balloon was sent up in front of the cavalry division. This drew the first volley from the Spanish intrenchments. Though volley followed volley the daring officer made a reconnoisance and got down safely, after having obtained complete details of the disposition of the enemy. The advance of the cavalry and Gen. Kent's division immediately began along the line of the main road to Santiago. It was about two hours later before our advance began breaking through the cover in front of the Spanish trenches. It was met with a murderous hail from Mauser rifles, which temporarily stayed the forward movement. The Spaniards had the range and their practice was good. Our men lay on their breasts and poured volley after volley into them at a range so close that the opposing lines could see the whites of each other's eyes.

Capt. Grimes then reopened with his battery, and in the second duel with the Spanish artillerists did much better execution, planting shell after shell in the first main redoubt and silencing two guns. The Spanish gunners then turned their attention to our infantry and began dropping shells in the advance guard.

A few minutes afterward Clark's Brigade and the right of Kent's division made a gallant charge up the knoll to the north of the extreme left of the Spanish line and took possession of the hacienda in the shelter of an orange grove. This marked the beginning of a magnificent charge through the first line of intrenchments. The cavalry division and Gen. Hawkins's Brigade charged up the slope against a storm of death.

An Awful Charge.

It was in this awful charge that our men were so badly cut up that they started on a double-quick, but no troops could face such a terrific fire without annihilation. Our men staggered; they threw themselves on the ground. Again they started; again they prostrated themselves; but on, on, up, up, they went, until with a cheer they sprang over the trenches, dividing the sides of the hill checkered with their fallen comrades. There was hand-to-hand fighting here, in which an officer of the Twenty-fourth was macheted, but the Spaniards could not resist the onset of our troops, and they scrambled out of the trenches and broke over the line of knolls on which they were situated.

Hundreds of the enemy lay dead or wounded in the trenches. The main redoubt was then carried with a rush. The two remaining batteries were then ordered up, and with a rattle and clash Capt. Bates's battery went tearing up the road, cumbered, as it was, with a stream of wounded going to the rear. The battery got in position to the right of the main Spanish redoubt at 3 o'clock, and at 3:03 Capt. Bates sent the first shell, which went whizzing down the line of intrenchments, enfilading the enemy murderously.

The American advance line remained behind the crest of the hills until Capt. Bates had driven terror into the already beaten and discouraged enemy.

At this time our fleet was also at work. Shortly before this dispatch was written our line again moved forward, and the Spanish began to retreat into the town. The retreat soon became a rout, and at 5 o'clock an officer just from the front says

Continued on Page 2.

OUR TRANSPORTS REACH MANILA

Take the Ladrones on the Way and Leave Men There.

SPANISH PRISONERS ABOARD

Governor and Other Officials Are Brought to Cavite.

TROOPS BEGIN TO LAND

The Charleston and Steamers Arrived on June 30, and Disembarking Began Next Day.

HONGKONG, July 4.—The United States dispatch boat Zafiro, which left Cavite, Manila Harbor, on July 1, has arrived here. She reports that the American troops in the transports City of Sydney, City of Peking, and Australia, convoyed by the Charleston, arrived at Cavite on June 30, having taken the Ladrone Islands on the way and having left men there.

The Spanish Governor and other officials captured were brought to Cavité.

The United States troops commenced to disembark at Cavité on July 1.

EYES ON THE PHILIPPINES.

Foreign Newspapers Warn the United States that a Congress May Be Called.

LONDON, July 4.—The Berlin correspondent of The Times says:

"German public opinion and the German press, which are not always identical, are now thoroughly awakened to the inconvenience of the position in which German policy has been placed by unfortunate articles on the subject of the Philippines. The papers are now trying to explain the matter away.

"The Cologne Gazette entirely evades the point when, in a long article on 'The Nervousness of the United States,' it tries to show that the real grievance of the Americans is the lack of sympathy displayed in Germany for the American cause.

"Both the Cologne Gazette and the National Gazette publish long articles explaining that it is not surprising that the German papers criticised America at the beginning of the war, but that this course was necessitated neither by the dictates of national honor nor of anxiety as to the future of the Philippines. The National Gazette considers it ludicrous to discuss a partition of a bear's skin before the bear is killed. 'We Europeans,' it says, 'from our own sorrowful experience know what surprises a conclusion of a peace and congresses are wont to have in store. In all human probability the Spaniards will lose their colony, but the Americans will not be the only gainers in the struggle. In Cuba, as in the Philippines, they will have to reckon with the insurgents now. The abandonment of the Philippines to the natives would undoubtedly lead to the intervention of Europe. With all their dislike of warlike complications, European States allow no trifling with their interests. No one menaces the American Union. Diplomacy has even been excessively polite to the Yankees, out of consideration for their sensitiveness, but it has been assumed that they will respect the rights of others.'

"The Kreuz Zeitung warns America that 'European neutrality might not be maintained if the Americans were to bombard Spanish ports.'"

The Times, commenting editorially on the dispatch of its Berlin correspondent, says:

"These extracts from the German press, especially that from the National Gazette, in referring to congresses, may afford matter for reflection at Washington."

FOURTH FLEET FOR MANILA.

SAN FRANCISCO, July 3.—The indications are that the fourth expedition to the Philippines will be a large one. An effort will be made to take the bulk of the troops now here. There has been no date approximated for the sailing of the fourth fleet. Everything still depends on the transports. When a sufficient number of these has been definitely decided upon a date will probably be fixed. Major Gen. Otis and his staff will probably remain to the end.

Major Ruhlen, Chief Quartermaster, and Capt. Howard, Superintendent of Construction, have gone to Port Costa to inspect the Titania, now sailing under the Norwegian flag. She is a large vessel and could possibly hold 1,500 troops. If the report of these officers is favorable, every effort will be made to secure her at once.

FIRST REGIMENT SEES FRIENDS.

Excursionists from Up the State Visit Fort Wadsworth.

The soldiers of the First Regiment, New York Volunteers, stationed at Fort Wadsworth, had a big crowd of visitors yesterday. A special excursion from up the State, from the towns from which the boys come, arrived in the city during the day over the West Shore Railroad. The friends of the men at Fort Wadsworth went at once to that place, and they were allowed to visit the boys on the slope between the fort proper and the roadway.

No one was allowed in the fortifications, owing to the iron-clad rule of the Government. Most of the visitors looked with awe upon the great ten-inch guns mounted south of the old fort upon the new fortifications, completed and under way.

The soldiers expect to leave on Wednesday or Thursday, or perhaps earlier, for the Philippines. The excursionists bade good-bye to their friends, as most of them may not have another chance to see the boys before the start.

The Buffalo at Newport News.

NEWPORT NEWS, July 3.—The cruiser Buffalo arrived here to-night from New York. She will be equipped with guns at the shipyard.

Chaplain for the Philippines.

The Rev. D. L. Fleming, who for many years was the rector of St. Barnabas's Church, Bushwick Avenue and Kossuth Place, Brooklyn, has gone to the Philippine Islands as Chaplain of the First Nevada Regiment.

NO CONGRESS OF POWERS.

Frankfurter Zeitung's Story Denied on the Part of Germany.

BERLIN, July 3.—The Wolf News Bureau has issued an official denial of the statement that Germany, France, and Russia have reached an understanding relative to the Philippine Islands, and that an international congress will be held when the Spanish-American war is over, similar to the Berlin Congress of 1878, so far as Germany is concerned. The statement thus [illegible] was published in the Frankfurter [illegible]

OUR LOSSES AT SANTIAGO

An Unofficial Estimate Places the Casualties at 1,000.

15 PER CENT. OF THEM DEAD

American Loss Less on Saturday than Friday—Officers Suffer Severely—The Dead and Wounded.

SIBONEY, July 2.—A conservative estimate by army men—not official—is that our casualties during yesterday's fighting were nearly, if not quite, 1,000 men, about 15 per cent. of which were deaths.

To-day's casualties on the American side were much fewer, because our troops had been well intrenched the night before.

The following is the latest list of the casualties in the battle before Santiago, so far as obtainable:

Dead.

Capt. THEOPHILUS W. MORRISON, Company K, Sixteenth Infantry.

Second Lieut. BENCHLEY, Company E, Sixth Infantry.

JOHN BUTLER, private, Company E, Sixth Volunteers.

HENRY ANDERSON, Sergeant, Company A, First Cavalry.

SECOND LIEUT. W. A. SATER, Company A, Thirteenth Infantry.

CAPT. W. F. BRUM, Tenth Infantry.

LIEUT. HENRY B. McCORKLE, Twenty-fifth Infantry.

WASS, Battery A, Second Artillery.

McCOY, Battery A, Second Artillery.

WAGNER, Battery E, Second Artillery.

A. P. UNDERWOOD, Battery A, Second Artillery.

JAMES HELLEN, Battery A, Second Artillery.

LIEUT. W. E. STRIPP, Tenth Cavalry, Brigade Quartermaster on Gen. Young's staff.

Lieut. Col. JOHN M. HAMILTON, Ninth Cavalry.

Major ALBERT G. FORSE, First Cavalry.

First Lieut. W. H. SMITH, Tenth Cavalry.

Second Lieut. DENNIS M. MICHIE, Seventeenth Infantry, son of Prof. Michie of West Point.

Wounded.

Capt. M. J. HENRY of the volunteers; shot through hip.

Adjt. Gen. A. L. MILLS, Second Brigade, cavalry division; shot through head.

Lieut. Col. JOHN H. PATTERSON, Twenty-second Infantry.

MASON MITCHELL, Company K, Rough Riders; right shoulder.

Sergt. SAMUEL DEVON; arm fractured.

Trooper LONG; through the leg.

Lieut. JOSEPH ARMSTRONG, cavalry, in the scrotum.

Capt. JOHN B. RODMAN, Twentieth Infantry, neck and shoulder.

Lieut. Col. JOSEPH T. HASKELL, Seventeenth Infantry.

Capt. AUGUSTUS P. BLOCKSOM, Sixth Cavalry, in the leg.

Capt. JOHN J. BRERETON, Twenty-fourth Infantry, slightly, in left leg.

Lieut. Col. WILLIAM S. WORTH.

Capt WILLIAM C. McFARLAND, Sixteenth Infantry, slightly in leg.

Capt. CHARLES DODGE, Twenty-fourth Infantry.

Lieut. REUBEN S. TURMAN, Sixth Infantry; fatally, in spine.

Lieut. ROBERTSON, Sixth Infantry; below heart, in left leg, with right leg fractured by third bullet.

Lieut. CLARENCE W. PURDY, Fifth Infantry; through the thigh.

Major MONT, Tenth Cavalry; in the groin.

Lieut. JOHN R. SEYBURN, Eighth Infantry.

Lieutenant WINTHROP S. WOODS, Ninth Cavalry, in the mouth.

E. J. CARROLL, Second Massachusetts.

BLACKMORE, Second Massachusetts.

REVERE, Second Massachusetts.

SHORT, Second Massachusetts.

FRED JUNSKE, Seventh Infantry, in the head.

Sergt. BITO, Battery A, Second Artillery.

Sergt. CORNFIELD, Battery A, Second Artillery.

Corp. KEAN, Battery A, Second Artillery.

BEER, Battery A, Second Artillery.

Lieut. HORACE DEVEREAUX, Troop K, Rough Riders; through arm.

JACOB PAUSTER, Troop H, Third Cavalry; in hand.

F. R. McDONALD, Rough Riders; in the head.

WAGNER, Company F., Thirteenth Infantry; in the leg.

CHARLES JONES, Company B, Twenty-fourth Infantry, hurt by bursting of shell.

A. DOROUTT, Company P, Sixteenth Infantry; in the arm.

JACOB KUHLEN, Second Infantry, shot twice, on right of chest and in left leg.

E. H. ERSTIN, Second Infantry.

E. F. THRO, in throat.

JOHN BENNER, Third Infantry, in the right side.

Capt. GEORGE K. HUNTER, Third Cavalry, in right leg.

Major H. W. WESSELLS, commanding Third Cavalry.

BENJAMIN FRANKLIN, Tenth Cavalry; in side and wrist.

Capt. GEORGE B. WALKER, Company T, Sixth Infantry; in right leg.

PETER BERGMAN, Company C, Fourth Infantry; in the chest.

Second Lieut. T. A. ROBERTS, Tenth Cavalry; through the stomach.

First Lieut. M. H. BARNUM, Adjutant, Tenth Cavalry; in the left side.

W. T. CONRAY, Ninth Cavalry; struck by a shell.

GEORGE P. COOPER, Company G, Twenty-fifth Infantry; hand shot off by shell.

CHRISTOPHER P. JORDAN, Second Infantry; in the wrist.

J. O. S. WHITE, Troop E, Tenth Cavalry; in the left hand.

HENRY McCORMACK, Company E, Tenth Infantry; in the right foot and left leg.

Sergt. JOHN J. L. TAYLOR, Troop E, Tenth Cavalry; in the right foot.

CHARLES ANDREW, Company K, Seventy-first New York; in the right elbow.

THOMAS G. HARDY, Troop G, Tenth Cavalry; in the right arm and side.

W. WASHINGTON, Company E, Seventy-fourth Infantry; through the right arm.

FRANK RIDGELLY, Troop C, Tenth Cavalry; in the left leg.

WILEY HIPSHUR, Troop A, Tenth Cavalry; through the foot.

Capt. GEORGE A. DODD, Third Cavalry; in the forehead.

First Lieut. O. B. MEYER, Third Cavalry; in the hip and groin.

First Lieut. ARTHUR THAYER, Third Cavalry; in the right hip.

Second Lieut. J. T. CONRAD, Third Cavalry; in the ankle.

Capt. KAVANAGH, Thirteenth Infantry; in the left hip.

Capt. TARREY, Sixth Infantry, in the leg.

Capt. J. J. BURTON, Twenty-fourth Infantry, in left leg.

Lieut. W. C. SHORT, Fifth Cavalry, in right arm and right shoulder.

Lieut. Col. HENRY CARROLL, commanding First Brigade, Cavalry Division, shot through both hips.

Col. C. A. WIKOFF, severely wounded, probably fatally.

Capt. J. B. KERR, Sixth Cavalry, in right arm.

C. AUGUSTUS BARTON, Troop E, Sixth Cavalry; in right hand.

JOHN H. BURR, Troop E, Sixth Cavalry; in right hand.

Corp. WIN HALL, Troop E, Sixth Cavalry; in right shoulder and back.

WILLIAM J. TURNER, Company E, Tenth Infantry; shot through head.

WILLIAM A. HUESTER, Company G, Seventy-fourth Infantry; in wrist.

It is asserted here that the cruisers Lepanto, Cardenal Cisneros, Alfonso XIII., and Vitoria have been ordered to cruise in the Straits of Gibraltar and off the Spanish coast in the vicinity of Cadiz.

ALEXANDER HIGGINS, Company G, Twenty-fourth Infantry, in the thigh.

H. L. DOUGLAS, Troop C, First Cavalry, in the left arm.

Sergt. PATRICK WELCH, Company G, Ninth Infantry, in right leg.

GIDEON DALRIGE, Troop B, First Cavalry, in the right thigh.

Corp. DENNIS GUINEZ, Company A, Sixth Infantry; in left knee.

CHARLES MOLKE, Troop E, Third Cavalry; in left arm and left leg.

C. L. POPE, Company A, Twenty-fourth Infantry; in the left thigh.

NATHANIEL ACHO, Company H, Thirteenth Infantry; in the right thigh.

JAMES TURNEY, Company B, Sixth Infantry; in the right leg; also hurt by shell.

GEORGE P. DOUGLASS, Company G, Tenth Infantry; run over by cannon.

CLARENCE B. LEEDY, Company A, Sixteenth Infantry; in the back.

J. A. BLEDOVE, Company B, Sixth Infantry; in the right foot.

T. G. A. GUMP, Company E, Sixth Infantry; in the foot.

F. BALL, Company H, Thirteenth Infantry; in the ankle.

JOHN J. MILLER, Company K, Eighth Infantry; in the wrist.

H. R. O'MALLEY, Company B, Sixth Infantry, in the right hand.

JAMES McCLURE, Company A, Sixth Infantry, in the right leg.

WILLIAM ARMS, Company A, Sixth Infantry, in the left leg.

Corp. FRANCIS CHRISTIAN, Company C, Sixth Infantry, in the right leg twice.

R. H. RHENAN, Company E, Eighth Infantry, in the right shoulder.

JAMES GUNDS, Troop C, Ninth Cavalry, in the foot.

CHARLES JAMS, Company I, First Cavalry, in the right leg.

J. R. BURNES, Company C, Sixth Infantry, in the right knee.

GEN. SHAFTER'S FIRST LIST.

Twenty-second Infantry Loses Its Colonel—Capt. O'Neill of the Rough Riders Dead.

WASHINGTON, July 3.—The following dispatch from Gen. Shafter was received at the War Department to-night:

Playa del Este, July 3, 1898.

Adjutant General United States Army, Washington.

CAMP NEAR SANTIAGO, July 3.—The following is a partial list of the officers killed:

Dead.

Col. CHARLES A. WIKOFF, Twenty-second Infantry.

Lieut. Col. JOHN M. HAMILTON, Ninth Cavalry.

Lieut. W. H. SMITH, Tenth Cavalry.

Major ALBERT G. FORSE, First Cavalry.

Capt. WILLIAM O'NEILL, First Volunteer Cavalry.

Lieut. MICHIE, son of Prof. Michie.

Lieut. JULES G. ORD, Sixth Infantry.

Lieut. WILLIAM E. SHIPP, Tenth Cavalry.

Wounded.

Following is a partial list of officers wounded:

Lieut. Col. JOHN H. PATTERSON, Twenty-second Infantry.

Lieut. Col. HENRY CARROLL, commanding First Brigade cavalry division.

Major HENRY W. WESSELLS, Jr., Third Cavalry.

Capt. AUGUSTUS P. BLOCKSOM, Sixth Cavalry.

Capt. JOHN B. KERR, Sixth Cavalry.

Capt. GEORGE K. HUNTER, Third Cavalry.

Capt. GEORGE A. DODD, Third Cavalry.

Capt. CHARLES W. TAYLOR, Ninth Cavalry.

Lieut. FRANK R. McCOY, Tenth Cavalry.

Lieut. WINTHROP S. WOOD, Adjutant Ninth Cavalry.

Lieut. HASKELL, First Volunteer Cavalry.

Lieut. A. L. MILLS, First Cavalry.

Lieut. OREN B. MEYER, Third Cavalry.

Lieut. ARTHUR THAYER, Third Cavalry.

Lieut. WALTER C. SHORT, Sixth Cavalry.

Capt. JOHN B. RODMAN, Twentieth Infantry.

SHAFTER, Major General.

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SIBONEY, July 1.—The following is a list of officers who were wounded in front of Santiago, in addition to those reported in a previous dispatch:

Lieut. Col. GILBERT S. CARPENTER, Seventh Infantry—wounded.

Lieut. BESURD, Adjutant, Seventh Infantry—wounded twice.

Major AUGUSTUS W. CORLISS, Seventh Infantry—wounded.

Capt. JACKSON, Company G, Seventh Infantry—shot in the left breast.

Lieut. CHARLES E. FIELD, Second Massachusetts—shot through the forehead.

THOSE WHO FELL IN BATTLE.

Col. Charles A. Wikoff.

Charles A. Wikoff, who was killed in the battle of Santiago on Friday, was Colonel of the Twenty-second Infantry. He was born in Pennsylvania March 8, 1837, and enlisted as a private during the civil war in Company H, First Pennsylvania Infantry, April 20, 1861. He was appointed First Lieutenant the following May, and was promoted to the rank of Captain three years later. He distinguished himself in the battles of Shiloh and Missionary Ridge, Tennessee. He was transferred successively to the Twenty-fourth and the Eleventh Infantry, and on Dec. 8, 1886, he was appointed Major in the Fourteenth Infantry. On Nov. 1, 1891, he was appointed Lieutenant Colonel of the Nineteenth Infantry, and on Jan. 28, 1897, Colonel of the Twenty-second Infantry.

Col. John M. Hamilton.

John M. Hamilton, Colonel of the Ninth Cavalry, who fell before Santiago on Friday, was born in Canada, June, 1839. He enlisted as a private in the Thirty-third New York Infantry, May 1, 1861, and was shortly afterward made Sergeant, and on Dec. 24, 1863, he was made Second Lieutenant in the Ninth Infantry. He was brevetted Captain March 13, 1865, and was made First Lieutenant on May 15 following. He was honorably mustered out June 20, 1867, but returned to the service with the rank of Captain in the Thirty-ninth Infantry. He was assigned to service in the Fifth Cavalry on Dec. 30, 1876. He received honorable mention for faithful and meritorious services during the civil war. On April 21, 1887, he was made Major, and on Dec. 8, 1896, he was made Lieutenant Colonel of the Ninth Cavalry. He rendered gallant services in action against the Apache Indians in the foothills of the Tortilla Mountains, Arizona, in 1873.

Major Albert G. Forse.

Major Albert G. Forse, of the First United States Cavalry, who was among the killed, had been just thirty-seven years in the Government service and has seen a good deal of Indian fighting. He was born in Pennsylvania and was appointed on July 1, 1861, from Ohio to the United States Military Academy at West Point. He was graduated on June 23, 1865.

Cadet Forse was promoted to a Second Lieutenancy in the First Cavalry upon graduation and his first service was in garrison at New Orleans, La., in October and November, 1865. He then served on frontier duty at San Antonio, Tex., until January of the following year, when the regiment was transferred to Carlisle Barracks, Penn. From April to September, 1866, Lieut. Forse served on frontier duty at Fort McDowell, Arizona. He acted as Quartermaster for the First Cavalry from Sept. 7, 1866, to Dec. 23, 1869.

His appointment as First Lieutenant in the First Cavalry was made on Oct. 15, 1866, and from Nov. 19 of that year till the following Jan. 28, he was on recruiting service. From February to June, 1867, he was on frontier duty at Fort Walla Walla, Wash., and then spent about four months in scouting.

Lieut. Forse spent the next few years in Idaho, and about this time saw his first active service. He was engaged in fighting Nez Perces Indians in July, 1877, and November, 1875. After a month's service at Fort Lapwai, Idaho, in 1878, he started scouting again and kept at it till September of that year. On July 8 and 20 1878, he was engaged against the Bannock and Piute Indians. He was later transferred to Camp Harney, Ore., where he staid till Oct. 29, 1878, when he got leave of absence for seven or eight months. In this interim he was appointed, on March 4, 1879, Captain in the First Cavalry, and on returning to duty went again with his regiment to Fort Walla Walla.

From July, 1879, to May, 1880, he was alternately at Fort Howard, Idaho, and engaged in scouting. He took part in the affair at Big Creek against the Sheepeater Indians, on Aug. 20, 1879. After service at Forts Walla Walla, Wash., Lapwai, Idaho, and Custer, Mont., he was engaged on Nov. 5, 1887, on the Crow Reservation, Mont., against the Crow Indians.

Capt Forse was appointed Major in the Seventh United States Cavalry on Dec. 11, 1896, and transferred to his old regiment, the First, on Jan. 7, 1897. Since then he has been Major of the First.

Capt. Augustus P. Blocksom.

Capt. Augustus P. Blocksom of the Sixth United States Cavalry was born in Ohio, and appointed from that State to the Military Academy at West Point on Sept. 1, 1873. He was graduated in June, 1877, and was appointed Second Lieutenant in the Sixth Cavalry. He served on frontier duty at Camp Bowie and Thomas, Arizona, and then went on scouting duty.

In November, 1879, he was engaged with the Apaches at Warm Spring, New Mexico, and also in May, 1880, near Ash Creek, Arizona. On Oct. 2, 1881, he was in an engagement with Chiricahua Indians near Fort Grant.

On Jan. 15, 1884, he was made First Lieutenant in the Sixth Cavalry, and from June 1, 1884, to July 1, 1887, he was Professor of Military Science and Tactics at the Ohio State University. He was also instructor of cavalry and law at the Fort Leavenworth School of Application from Oct. 1, 1887, to Sept. 26, 1889, and was then assigned to frontier duty at Fort Lewis, Colorado. He was appointed Captain of Troop D in the Sixth Cavalry on Nov. 10, 1894.

Capt. George K. Hunter.

Capt. George K. Hunter was born in Ohio. He was appointed a cadet at the West Point Military Academy on Sept. 1, 1873, and was graduated on June 14, 1877. On the following day he was promoted to be additional Second Lieutenant of the Fourth United States Cavalry. On Dec. 14 he was made Second Lieutenant in the Third Cavalry, and went on frontier duty at Fort Elliott, Texas. Thereafter he served on scouting duty and took part in the Ute expedition in 1879. On May 24, 1881, he was appointed First Lieutenant in the Third Cavalry, and later served at Fort D. A. Russell, Wyoming. Thence he went to Fort McKinney, Wyoming, and later commanded the escort to Gen. Marcy's hunting party. He served at Fort Bowie, Ariz., and did scouting duty from May 2, 1882, to April 12, 1885. He acter as Regimental Adjutant from Nov. 27, 1885, to Aug. 25, 1886, and later served at Fort Davis, Texas. He was appointed Captain of Troop K in the Third Cavalry on Aug. 16, 1892.

Capt. Charles W. Taylor.

Capt. Charles W. Taylor of the Ninth United States Cavalry, was born in this State and appointed from New York to the United States Military Academy at West Point, on July 1, 1874, being graduated on June 13, 1879, and promoted fortwith to a Second Lieutenancy in the United States Cavalry. From Sept. 26 to Oct. 3, 1879, he served in frontier duty at Santa Fé, New Mexico, and then accompanied the commanding officer of the District of New Mexico on the Ute campaign in Colorado, remaining in the field until Aug. 28, 1880, and being engaged with the Apaches on April 6 and 7, 1880. He served at Forts Bayard and Cummings, New Mexico, and did scouting duty thereafter. Then he took the field in command of a company of Indian scouts, and was engaged against the Apaches on Aug. 25, 1881. He served at Fort Reno, Indian Territory, and in the Oklahoma District, and from June to November, 1884, was Acting Assistant Quartermaster of that District. He was appointed First Lieutenant of the Ninth Cavalry on May 7, 1884. From Feb. 12, 1885, to March 1, 1889. he acted as Regimental Quartermaster. Lieut. Taylor was appointed Captain of Troop C, Ninth Cavalry, on July 28, 1892.

Capt. John B. Rodman.

Capt. John B. Rodman was born in Pennsylvania, and appointed at large a cadet at the United States Military Academy on Sept. 1, 1863. He was graduated in June, 1868, and made Second Lieutenant in the Twentieth United States Infantry. After service at Baton Rouge, La., he commanded a detachment of Indian scouts at Fort Abercrombie, Dak. From Sept. 7, 1870, to Oct. 31, 1871, he acted as aide-de-camp to the Commanding General of the Department of Dakota. He was Regimental Adjutant from Nov. 7, 1873, to Oct. 22, 1886. His appointment as First Lieutenant of the Twentieth Infantry was made on Aug. 4, 1875, and he was appointed Captain on Oct. 15, 1887. Capt. Rodman's chief duty has been frontier service. He is now in command of Company F, Twentieth Infantry, and the senior Captain of the regiment.

Capt. George A. Dodd.

Capt. George A. Dodd was born in Pennsylvania and appointed from that State to the West Point Academy on July 1, 1872. He was graduated and promoted to be Second Lieutenant in the Third Cavalry on June 15, 1876. He did service at Fort D. A. Russell, Wyoming, and Camp Robinson, Nebraska, until Nov. 1, 1876, when he went on the Powder River expedition, which kept him till January, 1877. He served at the Cheyenne Depot, Dakota; the Red Cloud Agency, Dakota; Forts Robinson and Sidney, Nebraska, and then went on the Ute expedition. From Dec. 4, 1879, to April 27, [illegible] stationed at Fort Laramie, Wyoming, and went thence to Fort Sanders, in the same State, after having been appointed First Lieutenant in the Third Cavalry on Feb. 29, 1880. His time was then taken up with scouting duty and service at a number of forts in the West until 1889, when he was appointed Captain of Troop F in the Third Cavalry.

Major Henry W. Wessells, Jr.

Major Henry W. Wessells, Jr., of the Third United States Cavalry, ranks twelfth in the list of cavalry Majors, and is the senior Major of his regiment. He was born in this State, and is a son of the late Brig. Gen. Henry W. Wessels, a veteran of the Florida war against the Seminoles, the Mexican war, and the civil war. Wessells enlisted in Company K of the Seventh United States Infantry, and on March 1, 1865, was appointed Sergeant in Company D of the same regiment. He was promoted to a Second Lieutenancy and to the First Lieutenancy of the Seventh on the same day, in July, 1865. He was transferred to the cavalry arm of the service and assigned to his present regiment on Jan. 1, 1871. On Dec. 20, 1872, he was appointed Captain. His appointment as Major in the Third Cavalry was made on Aug. 16, 1892.

Lieut. Albert L. Mills.

Albert L. Mills, First Lieutenant in the First Cavalry, killed at Santiago, was born in New York. He was appointed cadet at the Military Academy July 1, 1874, and was graduated and made Second Lieutenant in the First Cavalry June 13, 1879. He served at the Military Academy as Assistant Instructor of Tactics, and then did frontier duty at Fort Walla Walla from December, 1879, to June 13, 1882. He was made Professor of Military Science and Tactics at Charleston Aug. 15, 1886, and afterward did frontier duty at Fort Custer, Mont. He was engaged with hostile Indians near Crow Agency Nov. 5, 1887. He was made First Lieutenant Jan. 23, 1889.

Lieut. Col. Gilbert S. Carpenter.

Lieut. Col. Gilbert S. Carpenter is a man widely known in military circles. He was born in Ohio, and enlisted as a private in Company F of the Eighteenth United States Infantry. He became a Sergeant in the Second Battalion, and was later appointed First Sergeant, on Sept. 14, 1861.

On June 9, 1862, Sergt. Carpenter was appointed Second Lieutenant, and on Nov. 25 First Lieutenant in the Eighteenth. He was made Captain on Dec. 21, 1866, and on Jan. 22, 1867, was transferred as Captain to the Forty-fifth Infantry. On July 22, 1869, he was again transferred, this time going to the Fourteenth Infantry, where on March, 1894, a quarter of a century later, he became a Major. On July 7, 1897, he was appointed to his present post, that of Lieutenant Colonel of the Seventh Infantry. Col. Carpenter is a member of the Army and Navy Club, the Sons of the American Revolution, and Lafayette Post, G. A. R.

Lieut. Ord Not Killed.

FORT THOMAS, Ky., July 3.—Mrs. Mason, wife of Lieut. Mason of the Sixth Regular Infantry, sister to Lieut. Ord of the Sixth, who was reported killed in Gen. Shafter's dispatch, to-night received a tele-Pgram from her brother, Lieut. Ord, at egram from her brother, Lieut. Ord, at well. Am on Gen. Hawkins's staff, and was not in the battle at all."

Lieut. Oren B. Meyer.

Oren B. Meyer, First Lieutenant in the Third Cavalry, killed on Friday at Santiago, was born in Texas, and was appointed a cadet to the Military Academy from Ohio, July 1, 1886. He was graduated and appointed Second Additional Lieutenant in the First Cavalry, June 12, 1890. He was made First Lieutenant in the Third Cavalry, June 28, 1897.

Lieut. Walter C. Short.

Lieut. Walter C. Short was born in Ohio, and received as an appointment from that State on Oct. 7, 1891, the office he now holds of Second Lieutenant in Troop A, Sixth United States Cavalry. He stands twenty-first on the list of cavalry Second Lieutenants.

Lieut. Arthur Thayer.

First Lieut. Arthur Thayer was born in Indiana. He was appointed from that State to the United States Military Academy at West Point on Sept. 1, 1882, and on being graduated in July, 1886, was made Second Lieutenant of the Third United States Cavalry. On July 2, 1892, he was appointed First Lieutenant of the Fourth Cavalry. He served at Forts Brown, Ringgold, and Elliott, Texas, and also in the field. He was transferred to the Third Cavalry as First Lieutenant on Dec. 5, 1892.

Adjt. Winthrop S. Wood.

Winthrop S. Wood, Adjutant in the Ninth Cavalry, was born in the District of Columbia, and was appointed Cadet to the Military Academy from Maine June 14, 1885. He was graduated and appointed additional Second Lieutenant in the Second Cavalry June 12, 1889. He served on frontier duty at Fort Clark, Texas, and was promoted to First Lieutenant in the Ninth Cavalry Dec. 11, 1896.

Lieut. William H. Smith.

William H. Smith, First Lieutenant in the Tenth Cavalry, killed before Santiago on Friday, was born in Missouri, and was appointed a cadet at the Military Academy June 1, 1879. He was graduated June 13, 1883, and was attached to the Tenth Cavalry. He became Second Lieutenant, and was sent to frontier duty at Fort Davis, Tex., on Sept. 10 of that year. On Oct. 10 he was transferred to Camp Rice, Tex., and to Fort Verde, Arizona, where he remained until Dec. 10, 1885. He was on duty in connection with Indian affairs at Fort Apache and in the field until 1886. He was on special duty at headquarters of the Department of Arizona from September to November, 1889.

Lieut. Jules G. Ord.

Jules G. Ord, First Lieutenant in the Sixth Infantry, was born in Michigan, and enlisted as a private in the army. He was made First Sergeant in the First Infantry Aug. 16, 1887, and was commissioned as Second Lieutenant in the Eighteenth Infantry Nov. 6, 1890. He was promoted to First Lieutenant Aug. 7, 1897.

Lieut. William E. Shipp.

William E. Shipp, First Lieutenant in the Tenth Cavalry, who was among those killed on Friday before Santiago, was born in North Carolina, and was appointed a cadet at the Military Academy July 1, 1879. He was graduated June 13, 1883, and was commissioned Second Lieutenant in the Tenth Cavalry. He served on frontier duty at Fort Davis, Texas, until 1885, and did service at Fort Grant, Arizona, and scouting until June of that year. He was placed in command of Indian scouts in the field in Arizona and Mexico until May 22, 1886, and was engaged with Apaches on Jan. 10 and 11, 1886. For the next three years he did scouting duty in Arizona, and was promoted to First Lieutenant in 1889.

Lieut. Col. Henry Carroll.

Lieut. Col. Henry Carroll, who was commanding the First Brigade of the cavalry division, was born in this State, and enlisted in Company E, Third United States Artillery, on Jan. 13, 1859. He was made Corporal, then Sergeant, and on Jan. 13, 1864, was appointed First Sergeant of Company E. He was transferred as a private on Feb. 3, 1864, to Company G, and was made Sergeant there. On May 18, 1864, he was appointed Second Lieutenant in the Third Cavalry, and was made First Lieutenant on April 14, 1867. On Jan. [illegible], 1867, he was appointed Capt. of the Ninth Cavalry, and was made Major of the First Cavalry on July 8, 1885. His appointment as Lieutenant Colonel of the Sixth was made on May 23, 1896. When holding the rank of Major, he was also brevetted Major on Feb. 27, 1890, for gallant service in actions against Indians on the Main Fork of the Brazos River, Texas, on Sept. 16, 1869, and in the San Andreas Mountains, New Mexico, April 7, 1880 when he was severely wounded.

Lieut. Frank R. McCoy.

Lieut Frank R. McCoy is a native of Pennsylvania, and was appointed from that State to the West Point Academy on June 21, 1893 He was graduated and appointed an additional Second Lieutenant in the Eighth United States Cavalry on June 11, 1897.

LIEUT. COL. WORTH WOUNDED.

Former Commandant of Governors Island Struck by a Shell.

The deadly peril of the troops at the front was vividly impressed upon the officers' families residing on Governors Island yesterday when it was learned that Lieut. Col. Worth of the Thirteenth Infantry had been wounded in Friday's battle in front of Santiago.

Lieut. Col. Worth was commandant of Governors Island for three years until the outbreak of the war, when he left with his detachment of the Thirteenth to join the regiment at Tampa. His family still resides in the commandant's house on Governors Island, and Mrs. Worth was completely prostrated yesterday when she read in the press dispatches of his having been wounded.

A cablegram was at once sent to Lieut. Col. Allen, in charge of the Signal Service at the front, who was stationed at Governors Island before the war, and who is an old friend of the family. A reply was received from him yesterday afternoon to the effect that Col. Worth had been wounded in the shoulder by a fragment of shell, but had been taken to the rear and was doing well. Lieut. Col. Worth, when wounded, was in temporary command of the Third Brigade, consisting of the Ninth, Thirteenth, and Twenty-fourth Infantry Regiments in Gen. Lawton's division, which was making the attack on the Spanish centre.

William S. Worth was born in this city fifty-two years ago, and was a son of Gen. Worth. He was appointed Second Lieutenant in the Eighth Infantry April 26, 1861, and served with conspicuous gallantry throughout the war. He was made a First Lieutenant within two weeks after his appointment, and was brevetted Captain Aug. 1, 1864, for distinguished service in the assault before Petersburg, and in the operations against Richmond. On April 9, 1865, he was brevetted Major for meritorious service during the campaign terminating with Lee's surrender. He was made Captain of the Eighth Regular Infantry Jan. 14, 1866. He reached the grade of Major of the Second Infantry in March, 1891, and was made Lieutenant Colonel of the Thirteenth Infantry three years later.

ANXIOUS FAMILIES IN SING SING.

Parents of Members of the Seventy-first Greatly Worried.

SING SING, N. Y., July 3.—There are half a dozen families in this village who are anxiously awaiting news from Santiago, as they have sons in the Seventy-first New York Regiment.

Reports have reached here that that regiment has been almost entirely wiped out during the past three days, but, as the newspapers have not given any such tidings, the report is discredited, although it was known to have been in a very hot position. The parents of the boys are distracted over the uncertainty and fear the worst.

The same feeling exists in Tarrytown, from which place some eight or ten young men enlisted in the same regiment. Their parents spent sleepless nights on Friday and Saturday and anxiously await further information.

LIFE ON A MONITOR.

Surgeon Byer of the Amphitrite Writes to a Friend.

From The Worcester (Mass.) Gazette.

Surgeon H. G. Byer of the United States monitor Amphitrite writes an interesting letter to a friend in this city, dated Key West, June 26, in which he has the following to say:

"Now, as regards the war and my being down here, facing Spanish forts and guns, this may seem to you all very poetical, but the grim reality is very prosaic, I can assure you. While I would not now be elsewhere, we all hope that the end may not now be very far off. The monitors, as you no doubt have read in the papers, are doing duty for which they were never intended, consequently they are the least liked, and every one who can tries to get transferred. Living over boilers with the red-hot sun pouring down on you, with sea crop to live on and hot water to drink, is, to say the least, no picnic.

"We will again go to Havana to-morrow, expecting to stay several weeks. The Amphitrite has to her credit more days at sea than two or three of the other monitors combined. We did fair work at San Juan, and the shells dropped all around us for about three hours. That not one hit us is little short of miraculous. I had one man die during the action from heat.

"The reason why we are not at Santiago to-day is that the Oregon and New Orleans, with the Flying Squadron, seem enough. Blockading is dull duty and I wish for more active duty at Santiago.

"Monitors wear men out at a great rate. I pity especially the poor coalheavers and firemen. I heard one of the men saying to another the other day:

"'Say, Mike, I am going to change my profession.'

"'Well, what will you do?'

"'I am going to take to shoveling snow.'

"How they all stick to their work is certainly more to be wondered at every day. I believe bravery and courage on the part of Americans is more common than among any nation in the world. The Yosemite, with the Michigan Militia, has as many millionaires on her as are in the New York Yacht Club. Men cleaning out spitoons are independently rich. The Captain's two messenger boys on the Yosemite have each $50,000 a year. When foreigners read of the death of Hamilton Fish, such men fighting in the ranks, they certainly ought to gain respect, if not fear, for our army."

EX-SENATOR C. B. FARWELL.

He Celebrates His Seventy-fifth Birthday in Vigorous Health

From The Chicago Inter Ocean, July 1.

Ex-Senator Charles B. Farwell, one of the heartiest of men and the most cheery of the well-known prominent citizens of Chicago and Illinois, will to-day celebrate his seventy-fifth birthday.

Senator Farwell returned only the other day from an extended trip over his vast acres in Texas, and had all the spring and spirit that characterized him a quarter of a century ago. There a fence helps to shut out the great ranch down in the Brazos land for 150 miles in a straight line, and herds the cattle that are numbered by the hundred thousand. That is where calves are raised almost as inexpensively as chickens are in Illinois

Senator Farwell has taken up his Summer residence in Lake Forest, and there almost any fine afternoon he may be found at the polo grounds or golf links, taking as deep an interest in the games as though he were an undergraduate in the circle of which President McClure is the centre and chief. Senator Farwell's many friends sincerely congratulate him on his reaching with honor and health the three-quarters of a century limit, and trust he may see the full five-score. He is one of the men who have made Chicago what it is.

William Conway of 371 First Avenue, Manhattan, tried last night to board a moving west-bound rapid transit train at Jamaica for Brooklyn. He slipped and fell under the train. His body was cut in two. His remains were taken to Rouff's morgue at Ozone Park

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Webster's International is pre-eminently the dictionary for all sorts and conditions of people. It is equally the resource of the judge, the journalist, and the schoolboy. So thoroughly are its excellences recognized that to-day it has wider acceptance in actual use as an authority than any other lexicon in the world.—Adv.

SHAFTER DEMANDS A SURRENDER

Continued from Page 1.

the enemy are hopelessly beaten, and the city will fall to-morrow.

Gen. Shafter, at his headquarters at the second crossing of the Rio Guama, had constant communication with the front.

The Ammunition Runs Low.

Our most critical time was after the trenches had been taken, when the ammunition ran low. Two pack trains loaded with shells were got to the front shortly after 3 o'clock.

During the afternoon the fight for the possession of Caney was most obstinate, and their ultimate victory reflects great credit upon the American troops. It was a glory, too, for Spain, though she never had a chance to win at any time during the day. Her men fought in intrenchments, covered ways, and blockhouses, while the American forces were in the open from first to last. The Spanish soldiers stuck to their work like men, and this, the first land fight of the war, may well cause Spain to feel proud of her men.

The American soldiers attacked the intrenchments through open ground, and from the firing of the first shot until they were on the hills above Caney they fought their way forward, and the Spanish were driven backward. Gen. Chaffee's brigade held the right of the line, with the town of Caney, Gen. Ludlow's division was in the centre, and Col. Miles held the left.

It was very difficult to see anything of the battle, owing to the rolling nature of the ground, and the dense vegetation that obscured the view in almost every direction made it impossible to see far.

Spanish Bravery.

The firing at times was very heavy during the morning, but the Spaniards in the covered way made a most obstinate defense, and refused to yield an inch. Time and again the shells from Capt. Capron's battery drove them to cover, but as soon as his fire ceased they were up and at it again.

Despite the heavy firing of the American troops they were able to make but little apparent progress during the morning, although, eventually, they steadily drew in and inclosed the town on all sides.

At noon it became evident that the fire from the covered way could not be stopped by the artillery alone, and that no permanent advance could be made until the place was taken, and Gen. Lawton decided to capture it by assault. Accordingly, he sent a messenger to Gen. Chaffee, with instructions to take the position by a charge. Gen. Chaffee thereupon closed in with his men rapidly from the north, while Capt. Capron maintained a heavy fire on the fort, keeping the Spaniards in the covered way, and putting hole after hole into the stone walls of the fort. Shortly afterward he threw a shot from the battery which tore away the flagstaff, bringing the Spanish flag to the ground. From that time no banner waved above it.

Were Lost Troops to Spain.

At 3 o'clock the advanced line of Gen. Chaffee's skirmishers, the Seventh Infantry, began to appear on the edge of the woods below the fort, and by rapid rushes advanced up the hill to the fort. No shot was fired as they swept forward. It was evident that the covered way had been abandoned, and in a few minutes the American troops were thick around the fort, which commands the north side of the town. The Spaniards were completely surrounded. The main part of the army was between them and Santiago, and Gen. Lawton's division was around them on the other three sides. They retired to buildings in the town, and made a gallant defense, but from the time Gen. Chaffee's men took the stone fort they were lost troops to Spain.

Rather than take the town by general assault, without the aid of artillery, which must certainly result in great loss of life, Gen. Lawton decided to order forward artillery to shell the town at close range. Althought the road from the hill to the edge of the town was nearly impassable for artillery, Capt. Capron made the effort and by 5 o'clock had his guns in position, ready to open on the town.

For some time Gen. Chaffee's brigade held its position behind the stone fort, and then began the descent toward the town, firing rapid volleys as they advanced. Gen. Ludlow and Col. Miles pressed closely on the other sides, and at nightfall the town was practically in the hands of the Americans.

The Lay of the Land.

The country through which Gen. Lawton's division fought offered great advantages both to the attacking party and to the defenders. It is a broad valley, flanked on the west by towering mountains, and on the east by a ridge of about 200 feet high. At one time it was under cultivation, but has been neglected since the opening of the war. It still retains, however, signs of its former prosperity in groves of cocoanut and mango trees and broad fields of waving grass, in most cases waist high. Several ridges intersect it, but none of them is over fifty feet high. The valleys between these ridges and the groves were points of vantage to the American regulars, who used them to the full with all the skill acquired on the Western plains of America. The open spaces were of great benefit to the Spaniards, who were given a clear sight of the American soldiers as they advanced. It was the crossing of these places which caused the Americans their heaviest losses

The brigades of Col. Miles and Gen. Ludlow had more of this work to perform than had Gen. Chaffee's, and they, moreover, were compelled to make their final charges on the town across an open space through which the Spanish fire swept with deadly effect.

No finer work has ever been done by soldiers than was performed by the brigades of Gen. Ludlow and Col. Miles as they closed in on the town. The Spaniards blazed at them with Mausers and machine guns, but without effect. Nothing could stop them and they pushed in closer and closer during the afternoon, and by the time Gen. Chaffee's men were in front Miles and Ludlow were on the skirts of the town, holding on with tenacity and preventing the Spaniards from retreating toward Santiago, while Chaffee closed in on the right.

Col. Miles's Fierce Fight.

The fighting for hours in front of Col. Miles's line, at a hacienda known as Duero House, was very fierce. The Spanish defense was exceedingly obstinate. The house was guarded by rifle pits, and as fast as the Spaniards were driven from one they retreated into another and continued their fire. It was entirely a fight with rifles, as the Americans had only Capt. Capron's battery of artillery, and the Spaniards had none at all.

In this part of the fight Capt. Capron's battery was unable to fire for fear of hitting our own men. The place was finally taken with a rush about 5 o'clock, the Spanish fleeing, part to the hills and part to Caney, where they were rounded up with the other Spanish troops which had been driven by Gen. Chaffee.

To-morrow morning at daybreak Gen. Lawton's division will sweep past Caney on the direct road to Santiago, connecting with Gen. Kent's and Gen. Wheeler's divisions, and forming the right of the line.

When the final closing-in movement was begun at 6 P. M., the town of Caney was taken and a large number of prisoners were captured. The Spanish loss is 2,000 in all.

Preparing for Saturday's Fight.

At 8 o'clock troops already are moving past Caney to their designated stations for Saturday's fight, near the hacienda Duero, from which an oblique fire may be poured into the heart of Santiago, crossed by an equally effective angle of projection from the San Juan. The summit is now in our hands. All the reserves have been hurried into position to-night, and fresh ammunition is being taken to the front as rapidly as possible. It is probable that every available man will be in the line of battle. Early this morning Gen. Shafter said he did not believe there were any considerable intrenchments between our new position and the city. The Cuban officers, however, including Gen. Garcia, who was interviewed on this subject yesterday, hold a different opinion.

The general belief is that we shall enter the city to-morrow, but after hard fighting. It cannot be said with certainty whether Gen. Pando, with his 5,000 men from Manzanillo, has yet arrived at Santiago; but it is probable that they have, and that to them fell the chief share in the defense to-day.

Another 5,000 men had been thought to be in movement from Holguin, but it is doubtful if the concentration has yet been completed.

Sampson Ready Again.

Admiral Sampson to-night sent a dispatch to Gen. Shafter over the army telephone wire, which has been strung from the base to the headquarters in the field, stating that he had thrown a certain number of shells into the harbor of Santiago to-day by way of co-operation with the land movement, and was ready to continue the dose to-morrow if it was thought to be desirable.

There was early cannonading at the shore to-day against Morro Castle, prior to the feint made by Gen. Duffield against Aguadores.

Until to-day the American invasion of Cuba has not looked like real war; but this negative impression is now absolutely dispelled. While there have been some errors of detail, the forward movement, as a whole, was well planned and has been admirably executed. The chief error was in placing the infantry behind the artillery in position to receive all the shells of the enemy which failed to hit the mark at which they were aimed. Many needless casualties were thus caused.

MORRO CASTLE BOMBARDED.

Huge Holes Made in the Ancient Battlements — Batteries Silenced—Spanish Guns Blown in Air.

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OFF SANTIAGO DE CUBA, July 2.—The men of the flagship New York were a pretty tired lot after nine hours' fighting yesterday, when they turned out at 4 o'clock this morning. At 5 o'clock the fleet went to general quarters. The knowledge that Morro Castle was not to be spared created much interest and the greatest satisfaction among the gunners.

Rear Admiral Sampson said to the correspondent of The Associated Press shortly before firing began:

"Gen. Shafter sent me word last night that the batteries at the mouth of the harbor had fired on his troops. I am almost certain that Gen. Shafter is mistaken, as all our information shows that no guns bear shoreward. However, I thought it best to bombard again to-day. It will be useful and may have a moral effect that will assist the army."

With the flagship New York leading the eastern end of the crescent of ships, the fleet steamed in shore 2,000 yards from Morro until in a position to enfilade both the eastern batteries.

At 5:46 firing began. The sea was smooth and a light breeze was blowing. For the first ten minutes the marksmanship of the American gunners was splendid, one of the eastern batteries being so deadly punished that not a shot was fired from it during the engagement. A few small shells from the western batteries dropped around the ships but hit nothing.

The terrific fusillade of heavy shells from all the battleships of the United States Navy silenced the fire from the shore in short order. One particularly good shot from the flagship New York sent a gun on one of the eastern batteries flying high into the air, and enormous red clouds of earth and débris rose all around Morro. The smoke from the ships drifted from east to west.

Spanish Flag Knocked Down.

At 6:30 the firing had become slower and more deliberate. The Indiana, Oregon, and Massachusetts were signaled to go right in front of the harbor to shell the Punta Gorda batteries inside, on the eastern arm. They steamed to within 1,000 yards of the shore. The Oregon took a shot at Morro Castle and down came the Spanish flag. At sight of this splendid piece of marksmanship the crews of the different ships cheered enthusiastically for several minutes.

The three battleships then kept up an incessant fire on the Punta Gorda batteries, doing great havoc to the fortifications and the works in course of construction. Not a shot came from the enemy.

The other ships contented themselves by taking occasional shots at Morro Castle. Its ancient battlements were knocked to pieces and great holes loomed up in its parapets.

At 7:25 Admiral Sampson hoisted the signal, "Cease firing," but it was half an hour later before the Oregon had fired her last shot.

As the ships returned to their blockading stations two futile shots were fired at them from 5-inch rapid-fire guns on one of the western batteries.

Admiral Sampson Well Satisfied.

A half hour after the bombardment ceased this morning Rear Admiral Sampson said to a correspondent of The Associated Press that he was well satisfied with the results, and deemed the attack the most destructive yet made by the American Navy at Santiago. He also believed, he said, that the moral effect would be sure to be good and would tend to dishearten the Spanish troops and encourage our own.

While the Admiral was talking with the correspondent an orderly reported to Capt. Chadwick, who was present in the Admiral's cabin, that the Spaniards had raised a very small flag on the western tower of Morro Castle to replace the colors sent to earth by the Oregon's 13-inch guns.

Capt. Chadwick laughed, saying: "Oh, well; we will just have to knock those down too when we get ready."

As soon as the bombardment closed Admiral Sampson sent an officer on shore to communicate with the land forces, and expressed eagerness to learn what was being done on shore. Neither he nor Capt. Chadwick said so in plain terms but it was evident that both believed that Santiago would be ours before sunset to-day.

Smoke of the Land Battle.

Before the Cynthis had gained an offing of ten miles from El Morro, at the entrance to Santiago Harbor, huge columns of gunpowder smoke could be seen slowly climbing skyward against the background of the mountain at whose base Santiago lies. By 11 o'clock this morning the smoke covered the entire valley in which the city is, and had grown into the semblance of a huge silver gray pall, edged with black, and overhanging the greatest struggle of the present war.

Up to the hour mentioned the fleet was

still visible, and now signs of a renewed bombardment are to be seen.

From the fleet nothing whatever could have been seen of the fight in and around Santiago, which is not more visible from the sea than is Philadelphia from the Atlantic; and it is doubtful even whether the sound of cannonading could make its way to the shore line, since the breeze was not from the land.

To the correspondent Admiral Sampson reiterated his feeling of surety that Hobson and his comrades of the Merrimac are safe in the town of Santiago.

Both Admiral Sampson and Capt. Chadwick looked well, though tired, while both evidently enjoyed a modest bottle of apollinaris after the roar of the 8-inch guns was over for the time.

SPANISH COAST DEFENSES.

Ten Thousand Troops and Three Hundred Civilians Employed in the Defenses of Algeciras.

GIBRALTAR, July 3.—Ten thousand Spanish troops and 300 civilians are employed on the defenses of Algeciras, on the west side of the Bay of Gibraltar.

It is reported that the Spanish forces in this district will be raised to 25,000 men.

THE NEWS IN MADRID.

Gen. Blanco Reports Great Loss of Spanish Troops—Gen. Linares Wounded.

MADRID, July 3.—Captain General Blanco reports to the Government under date of July 1 as follows:

"At noon to-day the enemy vigorously attacked Santiago, and succeeded in taking the advanced positions of Lomos and San Juan after a vehement resistance, lasting three hours, on our part. We were able to save our artillery, though half the troops were placed hors de combat.

"Gen. Linares was severely wounded in the left arm, and relinquished his command to Gen. Teral. The enemy in considerable force attacked the village of El Caney this morning, but were repulsed by Gen. Vara. The fight was resumed this evening, and ended in the abandonment of El Caney after vigorous resistance on our part. Our losses were heavy.

"I have no news from the Escario and Carosa columns, with which I found it impossible to communicate, despite all efforts to do so."

The Government has received cipher dispatches from Cuba, the contents of which have not been made public. It is stated, however, that the Spaniards offered heroic resistance to the American forces, which made an attack upon the Spanish outer positions at Santiago. Gen. Vara de Rey, who commanded at Caney, fought with the greatest courage, setting his men an example by leading the advance.

It was under similar conditions that Gen. Linares was wounded.

According to official dispatches received the Spanish troops fell back upon the City of Santiago in order to await reinforcements.

The dispatches do not mention the death of Gen. Vara de Rey, which, it is rumored, has occurred.

An official dispatch from Havana, received here, says the American forces landed at Cayabacea, but were repulsed and forced to re-embark hastily by a Spanish detachment, upon which the American vessels fired twenty shots, without effect.

According to the same dispatch the Americans again landed at Punta Caney and Punes. An American transport, the dispatch further says, stranded on the coast, and three American vessels again bombarded Manzanillo, but were repulsed and forced to withdraw.

Private dispatches from Santiago give the following details:

"Gen. Shafter's army, composed of 17,000 infantry and eighty-two siege guns of various calibre, attacked the Spanish positions before Santiago, 6,000 rebels under Garcia assisting them. The Spaniards had only 2,000 men, partly volunteers.

"Our troops fought with heroic courage. The battle lasted three hours, and the Spaniards were then compelled to abandon the trenches and to fall back on Santiago. The retreat was conducted in perfect order.

"Our losses were heavy, and the enemy's were enormous. The list of our wounded includes Gen. Linares, Col. Ordonez, and Majors Amadrid and Arraiz, the latter being Gen. Linares's aide de camp.

"The American attack upon El Caney was very severe. The position was defended by Gen. Vara de Roy with 500 men. The enemy was at first repulsed, but ultimately renewed attack, the result being unknown."

A later dispatch says:

"The Americans fought eight against one. The Spaniards defended themselves heroically. Our wounded are numerous, including Gen. Vara de Roy and Major Dominguez. The struggle is becoming difficult, 2,000 Spaniards having to meet 25,000 of the enemy."

QUEEN REGENT ANXIOUS.

She Asks for Dispatches, No Matter at What Hour They Arrive.

LONDON, July 4.—The Madrid correspondent of The Standard says:

"The official dispatches with reference to the fighting at Santiago de Cuba have caused a painful sensation. The Queen Regent has sent an expression of her sympathy to Señora Linares, wife of Gen. Linares, who is residing in Madrid. The greatest anxiety is felt by all classes. The press of all sections is angry because no proper measures have been taken to reinforce Gen. Linares. The Queen Regent is deeply concerned, and has requested her Ministers to send her all dispatches no matter at what hour they may arrive.

SPANIARDS ATTACK IN FORCE.

Repulsed by Our Men at Santiago—Lawton's Men Said to be in the City.

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SIBONEY, Cuba, July 2.—The fighting on the right of our line this afternoon developed unexpected and for some hours almost as severe firing as yesterday (Friday) when Gen. Lawton was assaulting El Caney.

The Spanish made an attack in force on our position, pouring in volley after volley in quick succession, and with remarkable regularity. Our return fire was certainly effective, and continued strong after the Spanish volleys had become rarer and less heavy.

Meanwhile the batteries on Grimes Hill kept booming away at the middle of the enemy's line, materially aiding the flanking movement. The shelling from the Spanish fleet was less active and apparently gave our left but little concern.

At this hour a report has just reached here that Gen. Lawton, aided by fresher regiments, sent him early in the afternoon, has turned the enemy's left and has troops already in the city, where almost a hand-to-hand encounter is going on the streets.

The situation when The Associated Press correspondent left the front, as shown in an earlier dispatch, was such that the capture of the city to-night (Saturday) would not be surprising, although Gen. Shafter himself, when the correspondent left him three hours ago, did not expect it.

Gen. Shafter, however, sent word this afternoon to Gen. Calixto Garcia that the surrender of the city would not be long delayed.

The Relief Starts for Santiago.

NEWPORT NEWS, July 3.—The hospital ship Relief left Old Point at 8 o'clock tonight for Santiago, having on board a corps of surgeons. Surgeon Gen. Sternberg inspected the Relief this afternoon as soon as she arrived from New York. Dr. Chamberlain, Surgeon at Fort Monroe, accompanied the expedition.

Austrian Cruiser for Santiago.

TRIESTE, July 3.—The Austrian cruiser Maria Theresa sailed for Santiago de Cuba to-day.

FOREIGN STEAMERS PURCHASED.

Two Bremen and an English Vessel Bought in New York.

LONDON, July 4.—The Hamburg correspondent of The Daily Mail says:

"Two Bremen Atlantic liners have been sold to a syndicate in New York for £250,000, ($1,250,000.) The same syndicate has acquired the new British steamer Monmouth, which left New Orleans June 10 and arrived at Bremen on July 1, for £150,000, ($750,000.) The Monmouth will sail for New York on July 4 with a new crew."

LONDON PRESS COMMENT.

Bravery of Both Sides Praised—Hope that Spain Will Now Show Her Common Sense.

LONDON, July 4.—The Times this morning, discussing the fighting at El Caney, says:

"Both sides have shown courage of a very high order, and it is hard to say whether the splendid dash and bravery of the American advance in the teeth of a galling fire or the stubborn tenacity of the Spanish defense is the more admirable. Both sides have learned to appreciate the splendid military qualities of their adversaries.

"It is a pity that enemies who show themselves such worthy foemen in the field cannot see their way to save bloodshed by coming immediately to an arrangement on the inevitable basis. The Spaniards have amply vindicated their honor, and, if they are wise, they would now prove their common sense by offering terms to their opponents, terms which, if they were reasonable, would almost certainly be discussed in a generous spirit."

The Daily Graphic, in its editorial, observes:

"The signal gallantry and devotion displayed by both Spaniards and Americans must be recognized. The behavior of the Americans sends a thrill of pride throughout the Anglo-Saxon world. The story of the splendid manner in which the Rough Riders carried San Juan is instinct with the indomitable spirit of Balaklava."

The Daily Graphic says, however, that "the blunder lies deeper than any mere temporary miscalculation," adding that "the Americans cast their net too widely, as it would have been better to have left Santiago and Manila alone, and to have concentrated their efforts upon Havana."

The editorial articles in the Daily Graphic and Times fairly represent the opinions of the London newspapers. There is no word of blame, but rather unstinting admiration for Gen. Shafter's bravery; yet all remark that America finds Santiago a tougher task than she anticipated. Spain, it is suggested, might now sue for peace on honorable terms, but it is thought she is not likely to do so.

The Standard says: "On the whole, while we cannot express too highly our family pride in the gallant bearing of the American troops, it appears to us that the prospect before the United States is one sufficiently ominous to make this a moment when a wise approach on the part of Spain toward peace on reasonable terms ought to be received with much alacrity by President McKinley. Why wait till suffering has hardened the hearts of the Americans and strengthened the Nation's resolve?"

SAID TO BE A SPANISH SPY.

A Steerage Passenger on La Touraine Is Detained.

The immigration officials yesterday detained a steerage passenger who arrived on the French Line steamship La Touraine and sent him for the night to the immigrant detention vessel Narragansett under a special guard.

Commissioner Fitchie refused to give any particulars, but it was said that the detained passenger was a Spaniard who tried to pass as a Cuban, and that he had in his possession letters from Madrid, which led to the belief that the man was a Spanish spy.

Employes of the Barge Office said that an attempt had been made to communicate with Secret Service officials, but none had been found.

TROOPS FROM CHICKAMAUGA.

Gen. Brooke Will Send 20,000 Men to the South—Men Almost Paid Off.

CHICKAMAUGA, Chattanooga National Military Park, Ga., July 3.—To-day was another quiet Sunday at the park. The sun poured down intensely hot, but a good breeze was a source of great relief from the heat. The regiments all spent the day quietly in camp, except that some of the troops by permission went up on the mountain to spend the day. Later in the afternoon an order was received from the War Department to Gen. Brooke to designate about 20,000 men for immediate departure to the South, and at once there was great excitement and bustle in the camp. Gen. Brooke declined to make public the order, but it is understood that he has selected the First Division of the First Corps and two brigades of the Second Division to be moved at once.

The Paymasters were scattered through various regiments and were paying off the troops as rapidly as possible. Quite a number of regiments have received their pay, and it is probable that by Tuesday or Wednesday all the troops will have been paid. The amount being paid the regiments is running up suspiciously high. The highest amount paid to any regiment yet was to the Fifth Illinois, which received $50,000. The Third Illinois and some other regiments received about $45,000 each. The First Pennsylvania received $40,000, and the Fifth Pennsylvania $30,000.

Capt. Rockwell, Chief Ordnance Officer, and Col. Lee, Chief Quartermaster, have about completed the immense task assigned to them of equipping and preparing the First Corps for active field service.

Capt. Rockwell distributed rifles as follows to-day: Fourth Pennsylvania, 424; Fifth Pennsylvania, 424; Ninth Pennsylvania, 504; Sixteenth Pennsylvania, 424; First Missouri, 400.

Rifles were also handed out for the Third Wisconsin Regiment. In addition to guns these regiments received various other articles of equipage.

Col. Lee has distributed many wagons and mules among the regiments of the First Corps, and has them now provided for, having disposed of wagons and mules by train loads during the last few days.

ITALIAN FATALLY WOUNDED.

At 10 o'clock last night while more than 800 Italian men and women were dancing at a ball at 378 Potter Place, in the annexed district, a man entered the room and drawing a revolver began shooting. When he had fired three shots the lights were extinguished, and the dancers were leaving in a wild panic by way of the doors and windows.

Policeman Murphy of the Morrisania Station, hearing the noise of the stampede, rapped for assistance, and with five other officers advanced to the hall. They turned on the lights and found the place deserted except for one man who lay groaning on the floor with a bullet in the abdomen. The wounded man was taken to Fordham Hospital, where he gave his name as Dominico Salimiato, twenty-five years old, living on Valla Avenue.

He said he knew his assailant, but would not give his name. He said he was dancing with the sweetheart of the man who did the shooting when the latter entered and began firing. He stated also that if he was going to die he would tell the name of his assailant; otherwise he would take his own revenge. Salimiato will probably die.

LACK OF SHIPS A SETBACK

Secretary Alger Blamed for the Failure to Forward Troops to Gen. Shafter.

MILES FORESAW THE PERIL

General of the Army Without Power to Move or Feed It—Pando Said to be Driving Herds of Cattle Before Him on His March.

WASHINGTON, July 3.—The checking of the American advance on Santiago is regarded by thoughtful observers here as the natural sequence of the present many-headed system under which the military establishment is being conducted. This scheme of segregated authority was thought to have achieved its climax in the condition of chaos which reigned in Tampa prior to the embarkation of the Santiago expedition, but the far more serious blocking of the movement against Santiago is now looked upon as the outcome of the same pernicious system.

It is not for lack of men in the army that Gen. Shafter must stop outside the fortifications of Santiago. There are thousands of them at Tampa, at Chickamauga, and at Camp Alger, as ready as they would be six months from now to go to the front. The only reason these men are not at Santiago is the failure of the Quartermaster's Department to provide the transportation. When the war began the providing of transportation for the army was in the hands of an Assistant Quartermaster General acting under the Assistant Secretary of War. Later, a business friend of Secretary Alger's from Michigan was called in to assist the Assistant Secretary. None of these gentlemen ever had any experience with or expert knowledge of ships or the many difficult problems of ocean transportation. Hard and constantly and earnestly as they have worked, their efforts undoubtedly have been hampered by their lack of familiarity with the subject with which they were suddenly called on to deal on a scale unparalleled before in the history of the country. Though no one seemed to perceive it in advance, the question of water transportation early became the great problem of the war. Yet even the apologists of Secretary Alger's administration are hardly prepared to claim that it has been well met.

Army Had to be Cut in Two.

It was known from the moment that war was declared, it is pointed out, that Cuba would have to be invaded. It followed that ships would be required in sufficient number and of such a character as to move a large army across the Gulf between Florida and the island. It was known from the moment Cervera entered the Harbor of Santiago that an army would have to be sent there. In spite of all this warning, when the Shafter expedition finally sailed from Tampa, nearly two months after war had been declared, it had to be cut in two, 10,000 of the men originally intended for it being left behind for lack of transports and the cavalry going unmounted.

It is three weeks since that expedition got away in a crippled condition and after dire confusion and delay. During all that time it has been known that re-enforcements might be needed for Gen. Shafter's forces. Now, when the urgent call comes, the department finds itself with only two ships at Tampa at the best, and four others on the way there. In all the three weeks that have elapsed since the first expedition sailed less than 4,000 men have been sent to Gen. Shafter. It is true that since the receipt of his urgent call for help to-day, extraordinary steps are being taken to swell the transportation facilities of the department, but the regret army officers feel is that these steps should not have been taken sooner, so that the call need never have been made.

It has not been, these officers urge, for lack of knowledge of the need of haste that the War Department has dallied to the danger point in the matter of transports. Gen. Miles had information weeks ago that Pando was hurrying two columns of Spanish regulars to the relief of Linares, one of about 10,000 and the other of some 12,000 men, from Holguin and Manzanillo, respectively. His information put the force in Santiago at 15,000, which with the 22,000 reported advancing as reinforcements made an army of 37,000 Spaniards against which the American force might have to contend.

Miles Saw Santiago's Importance.

It was not sufficient to say that if Pando's troops got into Santiago they would be just that many more mouths to feed and that the city would fall just that much sooner, for the reinforcing columns were reported to be driving large droves of cattle and conveying quantities of other supplies. This information was communicated to the Secretary of War, who alone controls the transportation department of the army, and who is responsible for the lack of transports to meet the present emergency which Gen. Miles wished to anticipate. It is here that the viciousness of the system of divided responsibility shows itself, in the opinion of many lookers-on.

Major Gen. Miles, in command of the army, has held to the view that the crucial battle of the war might very likely be fought at Santiago. He has urged that our preparations be made on the basis of a possible Spanish strength all told of 37,000. To this end he has labored since his return from Tampa to hurry more troops to Santiago. Some of his associates in the army administration have taken a more sanguine view.

The General Without Authority.

According to the system of organization in the War Department, the General commanding the army has authority over the Adjutant General and the Inspector General, but over the three great staff departments of the Quartermaster General, the Commissary General, and the Ordnance Bureau, he has no authority. These officials are on the staff of the Secretary of War. They report to him and receive orders from him only.

The present Secretary is jealous of his authority. So are the heads of the bureaus. Thus it happens that when the General commanding the army wants more troops sent to Santiago, he cannot order the necessary ships provided and see that the order is carried out. The most he can do is to notify the Secretary of War, who in turn gives the orders to the official on his own staff charged with that duty. In such a state of things it is not difficult to see that a Secretary of War who did not believe Gen. Shafter needed any more troops would not be so likely to have them expedited to him as the commanding General who did believe that Shafter ought to have at least twice as many as he actually has.

Thus it was, too, that when before Gen. Shafter's expedition sailed the General commanding the army found nearly 1,000 freight cars loaded with supplies for the troops scattered along the single line of railroad on side tracks for a distance of fifty miles from Tampa he could not reprimand and punish the officials responsible for that condition. He could only call the Secretary's attention to the matter. The same mismanagement which resulted in the coalition of freight at Tampa is responsible, it is charged, for the fact that there are not enough ships to carry the troops needed at Santiago to save the American arms from a reverse, as well as for the fact that the ships furnished for the first expedition were not equipped to carry cavalry, the lack of which has seriously crippled the army before Santiago.

Matters Mismanaged at Tampa.

The half of the story of the actual condition at Tampa before the embarkation of Shafter's army, it now appears, has never been told. Facts about it have crept out by degrees, and they serve to illuminate the present crippled condition of the army in Cuba. It is known now that instead of the cars loaded with clothing, commissary, and ordnance supplies being strung out on sidings along the railroad at intervals for ten miles, the distance was fifty miles. Gen. Miles found regiments whose men were suffering from vermin as the result of living without a change of garments for weeks, while seventeen carloads of clothing were on side tracks fifty miles away. The sailing of the transports was delayed two days while the siege guns were hunted up.

The guns were found in one car and the breech blocks in another, while the wheels were in a third, and nobody knew in just what cars these various parts were. Fifty thousand cartridge belts were being distributed to the men, which turned out to be so rotten that they could be easily torn with their fingers, a state of affairs which would have meant murder for the men who might have had to depend on them in battle.

Such things, it is urged, are possible only where the commanding General of an army has no authority or power over the agencies which clothe and move and feed and arm that army.

CERVERA'S ILL-FATED CRUISE.

Admiral Cervera, with his fleet of armored cruisers and torpedo boats, has succeeded in postponing inevitable defeat since a few days after the beginning of hostilities by a series of manoeuvres which culminated in his arrival in Santiago Harbor on May 19.

Although numbering upon its arrival in West Indian waters four first-class armored cruisers and three torpedo boats, the fleet did not strike directly for the Cuban coast, where the American fleet of small blockading vessels was left unprotected, owing to the absence of Admiral Sampson's fighting squadron at San Juan, but by a long détour to the southward evaded the American vessels that were sent to give it battle, and slipped into the Harbor of Santiago.

There the extreme narrowness of the harbor entrance which was mined and well fortified on either side, had until yesterday prevented the entrance of the American fleet. The harbor entrance has been guarded with unceasing vigilance, however, to prevent the egress of the Spanish vessels.

To bottle up the Spaniards in the harbor Lieut. Hobson and a crew of seven men ran the collier Merrimac into the very narrowest part of the entrance, and sunk her there, in order that by no possible chance could the Spanish war vessels make a sally from the harbor.

It has been reported since that the Merrimac's anchors did not hold properly, and that she finally settled in such a manner that room was left for the passage of vessels.

Through this narrow opening probably Admiral Sampson has dared to thread his way to battle.

Admiral Cervera took with him into the harbor the flower of the Spanish Navy. His fleet consisted of the four armored cruisers Vizcaya, Almirante Oquendo, Infanta Maria Teresa, and Cristobal Colon, and the torpedo boat destroyers Furor and Pluton.

The destroyer Terror, which sailed westward with the fleet from the Cape Verde Islands, is now laid up at San Juan de Puerto Rico, having been left behind in Martinique for repairs, and has since been disabled by the auxiliary cruiser St. Paul.

The Vizcaya, Infanta Maria Teresa, and Almirante Oquendo have been considered three of the finest vessels of their kind afloat. They were each of steel, of 7,000 tons displacement, with double screws, two turrets, 364 feet long, and had a maximum speed of 20.2 knots. They had armor belts 5 feet 6 inches broad and 12 inches thick.

Their armament was for each two eleven-inch Hontoria guns, mounted singly in turrets; ten 5.5-inch guns, eight six-pounders, ten one-pounders, eight Nordenfeldt machine guns, two Maxim machine guns, six torpedo tubes, and two submerged torpedo tubes. They carried each 484 men.

The Cristobal Colon is of steel, 328 feet long, with a displacement of 6,840 tons and a speed of 20 knots. Her armor consisted of a complete nickel belt 8 feet 3 inches wide and 6 inches thick. The armor of the barbettes was 6 inches thick. Her armament was two 10-inch guns, ten 6-inch guns, six 4.7-inch guns, ten six-pounders, ten one-pounders, two Maxim machine guns, and four torpedo tubes. She carried a complement of 500 men.

The Furor and Pluton were torpedo-boat destroyers recently added to the Spanish Navy, having been built in 1896. They were of steel, 220 feet long, with a displacement of 320 tons and a speed of twenty-eight knots. Their armament consisted of 2 fourteen-pounders, quick fire; 2 six-pounders, quick fire; 2 one-pounders, quick fire. Each destroyer mounted 2 fourteen-inch tubes on deck, and carried sixty-seven men.

There were a few other war vessels in Santiago Harbor, but these had been in Cuban waters for years, and were old and practically worn out.

MINERS FROM THE KLONDIKE.

Twenty of Them Bring Wealth Estimated at $375,000 to Seattle.

SEATTLE, Wash., July 3.—The first miners to come out from the Klondike this season arrived here to-day from St. Michaels on the steamer New England. There were twenty of them, and they brought gold dust and drafts estimated at $375,000.

The largest individual holding of dust is credited to a Captain, with $30,000. Capt. Joyce of the New England states that the schooner Hattie L. Philips left St. Michael June 19 for San Francisco with twenty-two men from Dawson with $300,000 in gold dust.

Several schooners, the W. G. Watson, P. W. Bartlett, J. B. Leeds, and others, were lying at St. Michael discharging their cargoes, and various small companies with their outfits were scattered along the shore preparing to ascend the river as soon as they could get ready.

The May West was within 100 miles of Dawson June 6. The ice left St. Michael harbor June 17. The New England party report that when they left St. Michael twelve miners from Dawson had arrived, each of whom was burdened with gold dust. They estimate this year's clean-up will run from $10,000,000 to $40,000,000.

AT THE HOTELS.

FIFTH AVENUE.—Judge G. F. Danforth, Rochester.

GRAND—Capt. H. W. Hubbell, First United States Artillery.

HOLLAND—John B. Dahlgren, Washington.

SAVOY—Lieut. Dan Godfrey, England.

WALDORF-ASTORIA—Robert and Mrs. Chanler.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Antrim, F. H., Pittsburg, Penn., dry goods; Broadway Central Hotel.

Finch, Van Slyck, Young & Co., St. Paul, Minn.; W. Finch, dry goods; 51 Leonard Street; Hotel Marlborough.

Mannheimer Brothers, St. Paul, Minn.; J. F. Langton, carpets; 55 Franklin Street; Hotel Imperial.

Pittsburg Dry Goods Company, Pittsburg, Penn.; F. B. Patton, silks and velvets; H. W. Neely, notions and fancy goods; 51 Leonard Street; Hotel Imperial.

Galveston Dry Goods Company, Galveston, Texas; H. Lasker, dry goods; St. Denis Hotel.

Parks, E. C., Bryan, Texas, dry goods and notions; St. Denis Hotel.

Negroes Choose White Officers.

From The Savannah (Ga.) News.

Some of the negro volunteers in South Carolina have the right idea with regard to the officers who shall command them. At Spartanburg the other day a negro company elected a white Captain and white First and Second Lieutenants. Members of the company said they were not willing to risk their lives in the hands of incompetent officers, and as there were available no negroes having the necessary military training, they determined to select the best white officers they could induce to command them. Other companies in South Carolina, it is said, will follow their example. In North Carolina, the Third Regiment has been mustered in with all negro officers, the Colonel being a young negro politician.

RED CROSS SOCIETY'S WORK

Miss Barton Cables that the State of Texas Is Landing Supplies in Cuba.

MORE TO BE SENT AT ONCE

Henry M. Flagler Offers Land and $5,000 for the Construction of a Hospital for Wounded at Miami, Fla.

Stephen Barton, Chairman of the Executive Committee of the National Red Cross, received a cablegram from Clara Barton yesterday afternoon. The dispatch came through the War Department, and reads:

"Playa del Este, July 3, 1898.

"Barton, New York:

"To-day's dispatch received. Lesser and his force are attending wounded here. They are constantly coming in. Elwell and his force are landing supplies from the State of Texas in the surf, day and night, without docks, under great difficulties and dangers. Gen. Shafter sends us urgent appeals from the front for medicines and food; none there. Will try to send by four mule wagons to him to-night and go ourselves. No telegraph here until to-day. No dispatch boat; no Postoffice. "BARTON."

The foregoing dispatch is evidently an answer to one sent to Miss Barton by Stephen Barton Saturday while at the War Department in Washington. She does not give her exact location, although her dispatches are dated Playa del Este.

Miss Barton has also cabled for 100 pairs of crutches and a large supply of light underclothing for the wounded, her supply on the State of Texas and the Government supply being exhausted. Red Cross Agent Kent at Jacksonville has been instructed by wire to purchase these supplies in Jacksonville and Key West. The hospital ship Red Cross will carry these supplies.

The fifteen nurses who left New York Saturday night in charge of Miss Gill upon the telegraphic call of Miss Clara Barton, should reach Tampa to-morrow.

William T. Wardwell, President of the New York Red Cross Hospital, gives notice that the demand from the Red Cross for nurses is likely to be very large and urgent, and he requests that all trained nurses registered by the Red Cross, New York, will report immediately by letter or in person at the hospital, 233 West One Hundredth Street, how soon they will be ready to respond to further calls and where they may be reached by telegram or otherwise.

Henry M. Flagler has offered the Red Cross all the necessary land and $5,000 with which to build a hospital for the wounded just north of the Royal Palm Hotel at Miami, Fla. He also offers the use of a new pier upon which the hospital may be built, or it can be located on adjacent land, of which there is a considerable area.

The offer has been accepted by the Red Cross if Mr. Flagler will undertake to have the first hospital building, 100 by 30, ready for occupancy within one week, and to construct another smaller one if necessary immediately. The depth of water at the pier would enable any of the transports to land wounded directly at the hospital.

Mr. Flagler will at once start building, and the Red Cross administration has informed the Secretary of War of the fact, and has donated the use of the hospital fully equipped with physicians and nurses for the use of the Government.

Twenty-five nurses from the New York Red Cross will be sent immediately to Miami, Mr. Flagler having offered to take care of them at the Royal Palm Hotel until the hospital is ready and other quarters are provided for them.

RED CROSS SUBSCRIPTIONS.

Nearly Forty-five Hundred Dollars Received by Mrs. Chester Griswold from June 22 to July 1.

The Cot Equipment, Auxiliary No. 5 of the Red Cross Society, has issued its report for the month of June. Of the 300 cots ordered by the Red Cross Society, 100 have been delivered and 200 are nearly ready. The subscriptions received by Mrs. Chester Griswold, Treasurer, from June 22 to July 1, amount to $4,494.35. The subscriptions are as follows:

The Rev. M. A. Taylor, $10; the Rev. Joseph F. Mooney, $20; Miss Lawrence, $10; Miss Goffe, $1; the Rev. A. V. Withermyer, $10; the Rev. Dr. Brown, $5; Miss Roberts, $10; Mrs. A. S. Carhart, $25; Mrs. Irving Grinnell, $10; Cleveland H. Dodge, $25; Mrs. G. F. Baker, $10; Mrs. G. B. Jennings, $10; Miss G. K. Southwork, $10; Philip Rhinelander, $25; the Misses Horn, $10; Bishop Falkner, $10.

Received from branches of the Fifth Auxiliary, "The Defenders' Auxiliary Corps," Brooklyn, $100.

Narragansett Pier Branch Mrs. F. H. Saltus, President, $30.

Northeast Harbor Branch, Mrs. James T. Gardiner, President, $50.

Islip, L. I., Branch, Mrs. Bradish Johnson, President, $55.

Burlington, Vt., Branch, Mrs. Chester Griswold, President, $1,500.

New London, Conn., Branch, Mrs. B. P. Learned, President; Miss Remsen, Local Treasurer:

Mrs. Gordon Norrie, $10; Miss Mary Norrie, $10; Mrs. B. P. Learned, $10; B. P. Learned, $10; Miss Margaret S. Remsen, $10; Augustus Brandegee, $10; O. G. and W. D. Beckwith, $5; Arnold Rudd, $5; Mrs. William Appleton, $10; Mrs. E. S. Kirkland, $5; Miss S. Rhinelander, $10; Mrs. Edward Matthews, $20; Mrs. J. Walter Thompson, $10; Mrs. R. T. McCabe, $10; Nichols & Harris, $10; Miss M. E. Perkins, $5; P. H. Shuilt, $1; Frank H. Smith, $5; Mrs. Charles Clark, $5; Mrs. Williams, $25; Miss M. Williams, $25; Mrs. Coit, $5; Miss Laura Rhinelander, $10; W. Chappell, $10; J. Lawrence Chew, $5; N. S. Putnam, $5; Dr. F. Farnsworth, $30; Huber & Chittenden, $2; Mrs. Crawford, $5; Mrs. F. H. Chappell, $10; Mrs. F. S. Palmer, $10; Walter Learned, $10; Morris Bacon, $5; L. Lewis & Co., $5; Miss H. B. Vincent, $10; Mrs. Henry R. Bond, $10; Miss Ruth H. Bond, $10; Miss E. C. Lewis, $10; Dr. Edward Prentis, $5; George T. Tinker, $5; S. A. Goldsmith Company, $5; C. D. Boss & Son, $10; Lyon & Ewald, $5; Charles H. Klinck & Co., $10; Mr. and Mrs. Benjamin A. Armstrong, $20; Mrs. Cornelia W. Chappell, $10; Mrs. Alfred Chappell, $10; Mrs. Augustus C. Tyler, $50; Mrs. Robert Coit, $10; Mrs. William H. Chapman, $10; Mrs. R. G. Remsen, $20; Darbold & Freeman, $10; Mrs. Harris, $10; Charles Barnes, $10. Total, $550.

Ridgefield, Conn., Branch, Mrs. Newbold Morris, President; Miss M. L. B. Olcott, Secretary; Miss Eva V. C. Morris, Local Treasurer:

Mrs. J. Jandt Blodgett, $25; Mrs. A. Newbold Morris, $20; the Misses De Peyster, $20; Mrs. Rufus H. King, $10; Mrs. J. Howard King, $10; Mrs. E. P. Dutton, $10; Mrs. Henry Hutton Landon, $10; Mrs. G. G. Haven, Jr., $10; G. G. Haven, third, $10; A. Newbold Morris, $10; Miss Eva V. C. Morris, $10; Osman Latrobe, $10; Miss M. L. B. Olcott, $10; Henry Lewis Morris, $10; Mrs. Henry Lewis Morris, $10; Miss Eleanor R. Morris, $10; Mrs. Albert H. Storer, $10; Mrs. T. Mattack Cheeseman, $10; Mrs. John A. King, $10; Mrs. Theodore W. Barnes, $10; Mrs. Newton M. Schaffer, $10; Mrs. Charles R. Huntington, $10; Miss Annie Stone, $10; Mrs. Morgan Grinnell, $10; Mrs. James G. King, $10; Mrs. Francis M. Bacon, $10; Dr. and Mrs. John G. Perry, $10; Mrs. Gould Rockwell, $10; Mrs. David S. Egleston, $10; Mrs. Louis Joseph Sands, $10; W. C. Barhite, $10; the Rev. Father Shortell, $5; Mrs. Theodore Van Norden, $5; the Misses Vinton, $5; Mrs. Bache McE. Emmet, $5; Edward F. G. Emmet, $5; Miss Peggy Bacon, $5; E. H. Smith & Co., $5; Miss Mary King, $2.50; Miss Rittie King, $2.50; Miss Winona King, $2.50; Miss Irene King, $2.50; Mrs. Hamilton, $1; Francis Storer, $1; Elmer Bouton, $1; Miss Emeline Hughes, $1; Miss Louise Dorsé, $1; Miss Elise Moser, $1; Miss M. Heapes, $1; John Heapes, $1; John Heapes, Jr., 25 cents; Miss Lizzie Hughes, 25 cents; Miss M. McCagny, 25 cents; James Mantingall, 10 cents; mite boxes in Post Office and drug store, $4.50. Total, $408.35.

Scarborough-on-Hudson Branch, Mrs. William Kingsland, President:

H. Walter Webb, $50; Mrs. H. Walter Webb, $20; Mrs. J. B. Becker, $20; Mrs. W. J. Schieffelin, $10; Mrs. Louis Henop, $10; Mrs. Casimir De R. Moore, $10. Total, $200.

Stone Ridge, N. Y., Branch.—Mrs. F. H. Leggett, President.—Mrs. George P. Slade, $10; J. S. Connell, $10; Miss F. C. Mead, $10; Mr. and Mrs. H. W. Dubois, $10; Henry Wood, $10; R. T. Thompson, $10; Mrs. George C. Saumon, $10; Mrs. N. D. W. Tucker, $10; Mr. and Mrs. George Schermerhorn, $10; Mrs. R. T. Curtis, $10; Mrs. Hector Hall, $10; Mrs. C. S. Bragg, $10; Mrs. Paterson, $10; Mrs. H. F. Chace, $10; Mrs. Borley, $10; R. Y. Dubois, $10; Mrs. H. Demarest, $10; Mrs. W. G. Loud, $10; Mrs. G. Pierce, $5; Mrs. Dickinson, $5; Mrs. Y. H. Lane, $5; Mrs. S. Findley, $3; Miss Wilde, $2; Miss Hooper, $1; Miss Wyne, $1; Mrs. Fairchild, $1; Mme. de Vaugreneuse, $1; Richard Butter, $25; N. Geoffroy, $10; H. T. Leggett, $10; Cash, $256. Total, $505.

Eastport, L. I., Branch, Miss Thornton, President, $300.

Southampton, L. I., Branch.—Mrs. R. M. Thompson, President; Mrs. Frederic D. Betts, First Vice President; Mrs. William S. Hoyt, Second Vice President; Mrs. Henry E. Howland, First Secretary; Mrs. John Terry, Jr., Second Secretary; Mrs. Benjamin Welles, Local Treasurer.

Thoron G. Strong, $10; Mrs. Thoron G. Strong, $10; Mrs. John Terry, $10; Mrs. John Terry, Jr., $10; Mrs. William B. Hornblower, $20; Mrs. R. H. Robertson, $50; Mrs. Charles T. Barney, $10; Mrs. James L. Barclay, $20; Mrs. Salem H. Wales, $10; Salem H. Wales, $10; Mrs. Waterbury, $10; Mrs. John D. Archibald, $50; Mrs. Elihu Root, $10; Mrs. Henrietta W. Fondey, $10; Mrs. Stephen Peabody, $10; Mrs. Robert Olyphant, $10; Mrs. Horace Russell, $10; Mrs. H. B. Barnes, $10; Mrs. Paul Mundé, $10; Mrs. Frederic H. Betts, $10; R. W. Kelley, $10; Mrs. Duncan Cryder, $10; Miss Parrish, $10; Mrs. Roderick Terry, $5; Mrs. Charles E. Miller, $5; Mrs. Thomas G. Cauldwell, $20; Mrs. Lyman R. Colt, $5; Samuel L. Parrish, $10; Mrs. A. H. Ely, $5; Mrs. John L. Tonnele, $5; Mrs. George A. Dixon, $10; Mrs. Newbold Edgar, $10; Mrs. E. W. Humphreys, $20; Mrs. James Lawrence Breeze, $50; the Misses Wray, $10; Mrs. Bertron, $10; Miss Harris, $10; W. A. Clark, $100; Mrs. R. M. Thompson, $15. Total, $600.

Early in August Mr. and Mrs. James Lawrence Breese will give a fête champêtre at their home, The Orchard, for the benefit of the Southampton Branch of the Fifth Red Cross Auxiliary. The plan includes a garden party for children in the afternoon, with attractive features, and a minuet in costume, danced on the lawn by the young people, followed by afternoon tea. In the evening, Mr. Breese will organize a vaudeville entertainment in the large studio. After the performance there will be dancing and a supper. Tickets are to be had from the patronesses, and it is expected that a large amount will be realized for the branch. Mrs. William S. Hoyt will give an amateur play later in the season also for the benefit of the Southampton Branch.

CROWDS SEE THE ST. PAUL.

Several Other Vessels Also at Anchor Near Staten Island—Feeling Among the Men.

The cruiser St. Paul had a new interest to the throngs who went yesterday to Staten Island. Since she was last here she had seen active service, and her five-inch guns had done execution. She was one of the attractions to which crowds flocked. No one was allowed on board, however, and none of the "jackies" were allowed ashore. Shore leave was granted only to officers and the marines.

There is said to be some feeling between the regular navy bluejackets and the men of the St. Paul who enlisted when the steamer was chartered by the Government. The veteran hasn't much respect for the novice, and the novice, it is said, is not made happy. Boatmen of Staten Island thought the officers feared desertion if shore leave was given to the new men, and, as all had to be treated alike, none was permitted to go at liberty. The whaleboat in which six of the men deserted Friday night was recovered Saturday night at Coney Island and towed by one of the launches back to the cruiser.

Capt. Sigsbee, accompanied by Ensign Nicholas Kane, came ashore and up to the city shortly after 5 o'clock last evening.

The monitor Nahant, which lay off Tompkinsville, near the St. Paul, came in for considerable of the crowd's attention. She looked like an uncomfortably hot habitation, though at a distance her crew in white suits looked cool. Some were practicing wigwagging signals with the St. Paul. There are 106 men on the Nahant. Most of them sleep on deck these hot nights. Two months of life on the old-time fighter has given them the appearance of seasoned men.

Many of them had shore leave yesterday. It was said among them that they would soon be relieved of the monotonous life of guarding New York Harbor. According to reports among the men they are to be assigned to the Atlanta or the Chicago, which are to be ready for service during July. Three hundred men work by night and the same number by day on each of the cruisers, which for many months have been undergoing extensive alterations at the navy yard, and the outlook at present is said to be for their going into commission by the middle of the month.

The men on the Nahant are looking eagerly to the chance of active service. When they go, they expect the old monitor will be manned by others of the Naval Militia now on the New Hampshire.

The Atlantic Transport Line steamships Mississippi and Mohawk, which have been turned over to the Government, anchored off Liberty Island yesterday. Each flew the American flag. About a dozen other steamers, principally British, which are to be inspected or have been by the Government, were also in the Liberty Island anchorage, giving the appearance of a fleet of transports.

ESTERHAZY STRIKES PICQUART.

Alleged Author of the Bordereau Thrashes His Accuser in the Street in Paris.

PARIS, July 3.—Count Ferdinand Walsin Esterhazy, who was charged by M. Zola with being the author of the bordereau in the Dreyfus case, to-day thrashed with a cane in a public street Col. Picquart, who was disciplined for giving testimony favorable to M. Zola at the recent trial of the author, and who, subsequently, fought a duel with Col. Henry, who gave testimony against M. Zola.

Bank of Spain's Holdings.

MADRID, July 3.—The following are the increases in the gold and silver holdings of the Bank of Spain for the week ended yesterday:

Gold, 2,958,000 pesetas.
Silver, 5,616,000 pesetas.

The note circulation increased 20,381,000 pesetas.

Don Carlos's Son at Brussels.

LONDON, July 4.—A dispatch from Brussels to The Daily Mail says that Don Jaime, son of Don Carlos, has arrived there from Warsaw on a visit to his father.

Steamer Alfonso XIII. on Fire.

CADIZ, July 3.—The Spanish steamer Alfonso XIII., at this port from Puerto Rico, reports that a fire broke out in Hold No. 1 and caused damage before the flames were subdued by flooding the hold.

LOSSES BY FIRE.

HAZLETON, Penn., July 3.—The Hazleton Flax Mills were destroyed by fire today. Loss $40,000.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

1:50 A. M.—3 Murray Street; Barrett Manufacturing Company; damage, $20,000.

7:40 A. M.—70 Oliver Street; J. Conaro; damage, slight.

11 A. M.—175 East Broadway; M. Sepiroff; damage, slight.

2:38 P. M.—781 Tenth Avenue; J. Bock; damage, $600.

2:30 P. M.—1,666 First Avenue; J. F. Wurchman; damage, $60.

2:45 P. M.—1,708 First Avenue; Max Waters; damage, $25.

2:50 P. M.—21 Chrystie Street; W. C. Flannigan; damage, $5.

2:55 P. M.—157 East Sixty-seventh Street; damage, $5.

5:45 P. M.—306 West One Hundred and Twenty-first Street; Fannie Sacht; no damage.

6:30 P. M.—Fulton and Mechanic Avenues, the Bronx; Luke Grock; damage, $45.

7:45 P. M.—316 Ninth Avenue; G. Henke; damage, $15.

9:00 P. M.—2,159 Fifth Avenue; owner unknown; no damage.

10 P. M.—63 West One Hundred and Thirty-seventh Street; Joseph Sullivan; damage, $200.

He is a Public Benefactor Who provides the people with a pure stimulant
OLD DEARBORN RYE
Bottled in bond, supplies this long-felt want. Sold by all leading dealers. Prescribed by all leading physicians. Write for circular and prices.
W. P. Squibb & Co. Lawrenceburgh, Dearborn County, Ind., Distillers

"CAMMEYER"
Stamped on a Shoe
Means Standard of Merit.
Sixth Ave., cor. 20th St.

CARPET CLEANSING.
Largest in the World. Every Detail.
THE THOS. J. STEWART CO.
1,554 B'WAY, N. Y. 1,238 BEDFORD AV., BROOKLYN.
ERIE AND 5TH STS., JERSEY CITY. TELEPHONE.
Storage Warehouses and Moving Vans

WINE COASTERS
and Bottle Holders in Sterling and Plate, with wooden bottoms for holding decanters, wine bottles, and carafes.
Champagne Bottle Holder
Lined with Felt, in Quarts and Pints.
Wine Coolers, Punchbowls, Loving Cups, Bitters Bottles, Fancy Corkscrews, Flasks, Mixers, Cocktail Spoons, Claret Cups, Jugs, Ice Tubs, Decanters, and Tankards, in the latest designs and newest decorations.
Our book "Before and After Dinner Beverages, and a few Sandwiches" mailed on receipt of 2 cents in stamps.
THE MERIDEN COMPANY,
Silversmiths.
Electro Gold and Silver Plate,
208 Fifth Avenue. Madison Square.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

A. M.	P. M.	P. M.
Sun rises...4:33	Sun sets...7:33	Moon rises..8:25

High Water This Day.

A. M.	A. M.	A. M.
S. Hook....7:52	Gov. Isl'd...7:59	H. Gate....9:48
P. M.	P. M.	P. M.
S. Hook....8:04	Gov. Isl'd...8:16	H. Gate...10:05

Outgoing Steamships.

	Mails Close.	Vessels Sail.
TUESDAY, JULY 5.		
El Monte, New Orleans..	....	3:00 P. M.
Galileo, North Brazil and La Plata..............	1:00 P. M.	3:00 P. M.
Kaiser Wilhelm der Grosse, Bremen.......	11:00 A. M. *12:30 P. M.	2:00 P. M.
Servia, Liverpool.......	6:00 A. M.	9:00 A. M.
WEDNESDAY, JULY 6.		
Britannic, Queenstown and Liverpool.........	9:00 A. M. *10:30 A. M.	12:00 M.
Grenada, Grenada, &c...	12:00 M.	2:00 P. M.
Westernland, Southampton and Antwerp.......	10:00 A. M.	....
THURSDAY, JULY 7.		
Fontabelle, St. Thomas...	1:00 P. M.	3:00 P. M.
Koenigin Luise, Bremen.	....	9:00 A. M.
Laughton, La Guayra, &c.	11:00 A. M. *11:30 A. M.	1:00 P. M.
Kennett, Mexico.......	1:00 P. M.	3:00 P. M.
Seminole, Charleston....	....	3:00 P. M.
FRIDAY, JULY 8.		
A. Dumois, Cape Haiti, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Advance, Colon.........	12:00 M. *1:00 P. M.	2:00 P. M.
Scottish Prince, Rio Janeiro, &c.	12:00 M.	2:00 P. M.
SATURDAY, JULY 9.		
Athos, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Berlin, Queenstown and Southampton	10:00 A. M.	12:00 M.
Etruria, Queenstown and Liverpool	6:30 A. M.	10:00 A. M.
Kaiser Wilhelm II., Naples, &c.	8:00 A. M.	10:00 A. M.
La Touraine, Havre.....	6:30 A. M.	*10:00 A. M.
Norge, Norway..........	11:00 A. M.	1:00 P. M.
Spaarndam, Rotterdam...	8:00 A. M.	10:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, (specially addressed only,) per steamship Empress of China, (from Vancouver,) close here daily up to July §4 at 6:30 P. M. Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to July §8 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Campania with British mails for Australia.) Mails for China, Japan, and Hawaii, per steamship City of Rio de Janeiro, (from San Francisco,) close here daily up to July 10 at 6:30 P. M. Mails for China and Japan, per steamship Arizona, (from Tacoma,) close here daily up to July §11 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Warimoo, (from Vancouver,) close here daily after July 8 and up to July §21 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) JULY 4.

Axminster, Gibraltar, June 20.
Berlin, Queenstown, June 26.
City of Birmingham, Savannah, June 30.
Matthew Bellington, Gibraltar, June 19.
Naparenia, Port Spain, June 24.
New Orleans, New Orleans, June 26.
Seminole, Jacksonville, July 1.

TUESDAY, JULY 5.

Cheruskia, Havre, June 22.
Kansas City, Savannah, July 2.
Kensington, Antwerp, June 25.
St. Cuthbert, Antwerp, June 22.
Trojan Prince, Gibraltar, June 21.

WEDNESDAY, JULY 6.

Excelsior, New Orleans, June 30.
Hilary, Para, June 24.
Kaiser Wilhelm II., Gibraltar, June 27.
Majestic, Liverpool, June 29.

THURSDAY, JULY 7.

Bremen, Bremen, June 25.
Buffalo, Hull, June 22.
Chalmette, New Orleans, July 2.
Lahn, Bremen, June 28.
Llandaff City, Swansea, June 23.

FRIDAY, JULY 8.

Campania, Liverpool, July 2.
Liverno, Hamburg, June 24.
Patria, Hamburg, June 26.

Arrived—Sunday, July 3.

SS Ravensdale, (Br.,) Luke, St. John, P. R., June 26, with mdse. and passengers to New York and Puerto Rico Steamship Company. Arrived at the Bar at 2:30 P. M.

SS Trojan Prince, (Br.,) Dobson, Leghorn, &c., June 2, with mdse. and passengers to John C. Esager. Arrived at the Bar at 9:30 A. M.

SS John Sanderson, (Br.,) Smith, Havre, &c., June 15, with mdse. to Barber & Co. Arrived at the Bar at 7:30 A. M.

SS Lyderhorn, (Nor.,) Mammaraas, Rotterdam, June 15, in ballast to Barber & Co. Arrived at the Bar at 4 A. M.

SS Holbein, (Br.,) Murlock, Rio Janeiro, June 11, with mdse. to Busk & Jevons. Arrived at the Bar at 4 A. M.

SS La Touraine, (Fr.,) Santello, Havre, June 24, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 7:30 P. M.

SS St. Giles, (Br.,) Fortay, Huelva, June 19, with sulphur ore to order, vessel to Norton & Son. Arrived at the Bar at 1:30 P. M.

SS New Orleans, Gager, New Orleans, June 28, with mdse. and passengers to E. S. Allen.

SS Princess Anne, Hulphers, Norfolk, with mdse. and passengers to Old Dominion Steamship Company.

SS Mohican, (Br.,) Dickens, Swansea, June 21, in ballast to T. Hogan & Sons. Arrived at the Bar at 1:15 P. M.

Sailed.

SS George Dumois, (Nor.,) for Sanchez.
SS Strathord, (Br.,) for East London, &c.
SS Mendota, (Br.,) London.
SS Prins Willem V., (Dutch,) for Haiti and Venezuela.
SS Dona Maria, (Port.,) for Oporto and Lisbon, via Azores.
SS Algonquin, for Charleston and Jacksonville.
Bark Loch Ranza, (Br.,) for Savannah.
Bark Oakbank, (Br.,) for Anjer.
Brig Ribert Dillon, for Port Royal.

By Cable.

LONDON, July 3.—SS Campania, (Br.,) Capt. Walker, (from Liverpool,) sld. from Queenstown for New York to-day.

SS La Navarre, (Fr.,) Capt. Ducret, from New York, arr. at Havre to-day.

SS Noordland, (Belg.,) Capt. Losowitz, from Antwerp for New York, passed Prawle Point today.

SS Chesapeake, (Br.,) Capt. Robinson, sld. from here for New York to-day.

WIND—Sandy Hook, N. J., July 3, 9:30 P. M., southwest, moderate breeze, clear.

Fell Over a Baluster and Killed.

Minnie Peterson, thirteen years old, died at St. Mary's Hospital, Jersey City, last night, from a fractured skull. She was sliding down the baluster of a spiral staircase at her home, 316 Sixth Street, when she fell from the third to the first floor.

Fell from a Window and Will Die.

George Glaser, thirty years old, of 522 Second Street, Hoboken, went to sleep last night by a window in his rooms on the third floor. It is supposed that he was startled by a noise in the street, and that he arose only partially awake. He fell from the window, his arm was broken, and he received internal injuries, which will cause his death.

FINAL OUTCOME OF THE WAR

The Rev. J. B. Shaw Says There Will Be an Anglo-American Alliance Against Europe.

MONROE DOCTRINE MUST GO

We Must Hold the Philippines, Annex Hawaii, and Complete the Panama Canal—Great Religious Revival Certain.

"The Final Outcome of the War" was the subject of the sermon preached yesterday morning by the Rev. John Balcom Shaw in the West End Presbyterian Church, One Hundred and Fifth Street and Amsterdam Avenue.

Mr. Shaw divided his subject into four different parts. First of all, he said, the final outcome of the war would be the revival of patriotism in our own country and the consequent strengthening of our National life.

The present war, Dr. Shaw continued, has a far greater import than we at first apprehended. When war began this country was in such condition as to sadly need some unifying force. A great spirit of sectionalism prevailed—a feeling far greater than that which existed between the North and South. The East was arrayed against the West, the borrowing class against the lending class. The municipal government in American cities had proved a failure, and party politics for spoils prevailed.

"The war has changed all this. Politicians are voting together for the public good without reference to party and without friction. This strengthening of National life is worth the war twice over.

"The second outcome of the war will be a new foreign policy. The developments of the past six months have made the reversal of the Monroe Doctrine imperative. With Russia and Germany now encamping on strategic points on the shores of China, and with England, the logical enemy of Russia, on the other side of us, the conflict of the opening century must be one between the Slavic and Anglo-Saxon races.

"The Pacific is to supersede the Mediterranean as the scene of international operations. History has changed the whole geographical map, and we shall no longer be off by ourselves, simply the spectators of the international combat, but we shall be compelled to take our part in it, and that part will be no insignificant one.

"'We must hold the Philippines,' is the cry of the day. We must annex Hawaii, and the Panama Canal must not wait another year. Politics will grow worthier of the name. We are fighting for the political emancipation of this country as much as for the emancipation of Cuba.

"The third outcome will be the most advantageous foreign alliance. We shall need to have the strongest alliance to hold our own in the new international situation, and no alliance could be more logical or advantageous than that which the war has already been the means of forming between America and England. Russia is the only logical leader, and with her will go Germany, Austria, and probably Italy and France. America and England, on the other side, will be the great world-conquering and dominating powers.

"A fourth result of the war will be a widespread religious revival. With the fall of Spain and the new alliance of America and England, barriers to the progress of Christianity will be drawn down in all directions, and nations without divinity will receive it at the hands of Protestantism.

"The defeat of Spain will be the death knell of the Latin races. The Anglo-Saxons now hold the purest type of divinity, and when they come into universal control, as they must do sooner or later, and it is likely to be sooner, when they stand together, the world will receive a religious uplift such as it could not receive in any other way."

FOR ALLIANCE WITH ENGLAND.

The Rev. J. F. Carson Also Advocates the Annexation of Cuba, Puerto Rico, and the Philippines.

The Rev. J. F. Carson, pastor of the Central Presbyterian Church, at Jefferson and Marcy Avenues, Brooklyn, preached a sermon on the war last night, in which he advocated the annexation of Cuba, as well as of the Philippines and Puerto Rico. He also advocated an English alliance, and said: "The repulse of to-day is the incentive of to-morrow." His text was Joshua xi., 23—"And Joshua took the whole land, and the land rested from war." The whole church was ablaze with American, British, and Cuban flags.

After rehearsing the causes of the war and defending America's right to intervene in Cuba's behalf, Mr. Carson said:

"Let it not be forgotten that America's intervention is in the interest of peace. By cannon and by sword America will set the oppressed free, and if need be let business stand still. Let the revenue tax be imposed upon every article. Let treasure be poured forth. The high, the supreme business of this Republic, now that this war has been undertaken, is to end Spanish rule in America, and if to do that it is necessary to plant the Stars and Stripes on Cuba, Puerto Rico, the Philippines, or Spain itself, America will do it, and will keep the standard floating there till freedom and peace are secured.

"Through this war America enters upon a new epoch in her march of progress. The Republic will emerge from this war with a new and enlarged responsibility. Henceforth she shall be one of the arbiters of the destiny of the world. With the Philippine Islands as an American colony, with Hawaii annexed, with Cuba and Puerto Rico under American control, the Republic will enter upon a new era of National progress and greatness and of international significance and power.

"No longer shall we be a hermit Nation. We have a world-wide mission, a mission which we shall fulfill in alliance and cheerful co-operation with other English-speaking peoples. This war has revealed that almost our only friend in Europe is England. She would not join us in freeing Cuba, but let any nation interfere with us in our duty and in twenty-four hours English ships would be at our side, and the Union Jack and the Stars and Stripes would move forward together."

BIBLES FOR THE TROOPS.

More Than 50,000 Sent to the Various Camps by the Bible Society.

More than 50,000 copies of the Holy Scriptures or portions thereof have already been sent to the several camps where the soldiers of the United States Army are gathered at the request of some of the commanding officers of the regiments by the American Bible Society from the Bible House, this city, and it is likely that this number will be increased by many thousands before hostilities with Spain have ceased. The work of distribution is in charge of the Rev. Dr. Albert S. Hunt, Corresponding Secretary.

An arrangement has been made with the Army Christian Commission of the Young Men's Christian Association by which the latter will see that the boxes of books reach the regiments for which they are intended, no matter where they may be. This commission consists of Gen. John J. McCook, William E. Dodge, Morris K. Jesup, A. E. Marling, Charles W. McAlpin, William D. Murray, Gen. O. O. Howard, Dwight L. Moody, and others.

Of the volumes sent, the majority consists of small editions of the New Testament. The remainder comprised a large number of special pocket editions of the Gospel of St. John.

Three thousand copies of the Scriptures in the Spanish tongue, for the use of the Cuban refugees in Tampa, were sent there a few days ago.

Roman Catholic Church Dedicated.

CENTRE MORICHES, L. I., July 3.—The new church building of the parish of St. John the Evangel at this place, was dedicated to-day. Bishop O'Donnell officiated. He was assisted by Mgr. Duffy of Brooklyn, the Rev. Father T. J. O'Hara of Whitestone, the Rev. Father W. J. Reilly of Brooklyn. The Rev. E. E. McCarthy preached the sermon. The new church is one of the finest on Long Island outside of New York City. Its total cost is about [illegible]. It is the first Catholic Church to be erected in the village. Until a year ago the Catholics had to go to East Moriches to worship.

THE DESTINY OF OUR COUNTRY.

Address by the Rev. Dr. Cuthbert Hall at the Brick Presbyterian Church.

The Rev. Dr. Cuthbert Hall delivered a brief patriotic address at the Brick Presbyterian Church, Thirty-seventh Street and Fifth Avenue, yesterday morning. The text selected was, "In Thee shall all the nations be blessed."

"I wish," said the preacher, "to speak upon a theme, worthy of the thought of every man whose mind is accustomed to broad thinking. This theme is God's choice of individual nations for the service of uplifting mankind. He who believes in a Divine Providence, and with that belief in mind studies history, finds elect persons and elect nations, working and fulfilling their appointments in the process of time. He finds the action of a Divine Providence choosing and setting apart persons and nations, empowering them to fill that special destiny for the good of mankind. Abraham, St. Paul, Washington, Lincoln—to each of these might apply the words, 'Behold him, an elect in whose soul was a destiny, fulfilled to serve mankind.'

"The election of nations is no less evident than of persons. The power of one nation to bless other nations is no dream. The election of the individuality—the moral individuality—of one nation, may be felt throughout the world, and has been again and again. At the present turning points in history, at the critical points of human influence, a single nation may be a blessing or a blot upon the whole world. On looking back across the centuries, we identify a succession of the elect nations. The measure of a nation's success—true success—is the amount it has contributed to the moral and intellectual improvement, the hope, and comfort of mankind. The influence of Anglo-Saxon civilization, emening from those few islands lying off the western coast of Europe, serves to illustrate this clearly. That those islands should become the centre of an empire, whose national wealth and intellectual strength and zeal should be felt in every part of the world, illustrates, to my mind, God's election of a nation.

"The river of Time is rolling onward, one day succeeds another, the conditions of human society are changing, and the human mind is awakening to many truths. Unless Christ is coming soon, it becomes the question of questions: To what nation is God now pointing as the elect—upon what nation is God conferring the opportunity to become the chief actor, saying, 'In thee, in thee, shall all the nations be blessed?'

"I believe God is pointing to us as the elect nation; that God's plan is to make our country the next great moral influence in the service of mankind; that God is offering to us at the present day the brilliant opportunity—shall I say the most brilliant opportunity?—of influence offered to any elect nation. Situated between two oceans, we possess the fairest and brightest land on earth. Our national life is peaceful, contented, and happy. The tone of our Nation is hopeful, courageous, and sincere—all is youth, and health, and liberty. The spirit of the people is the spirit of liberty—freedom of the person, freedom of the mind. We amaze the world. Perhaps we have too few relations, but it is better to have too few than too many.

"I am sure that you have all felt the splendor of the reserved power of the Nation, which has risen up to meet a great emergency. I am sure that every man and woman here has thanked God that the deep love of manhood and of country has not weakened in the years that have passed. The power of patriotism is as tremendous as it has ever been, and the willingness to sacrifice for the country is as firm as it ever was. This energy which has been exerted to meet a great emergency, may be an example of the energy to be raised when the present emergency is passed, to fulfill the great destiny which God is conferring of blessing the nations of the world."

THE NATION'S GREAT FUTURE.

Sermon by the Rev. Dr. Mackenzie of San Francisco in Fifth Avenue Presbyterian Church.

The Rev. Robert Mackenzie of San Francisco, occupied the pulpit of the Fifth Avenue Presbyterian Church yesterday. He preached on the subject, "Continued Inspiration," from Acts ii., 17. In part he said:

"We are on the eve of the Fourth of July. It comes to us this year with intenser meaning. It finds us in one of the critical hours of the world's history. The events taking place are far reaching in their effects upon our own Nation, the kingdom of the world, and the kingdom of God.' Our war with Spain, serious as it is, is but an acute symptom of a larger cause and effect. When this hour closed the map of Spain not only, but the map of the United States and of the world shall be changed.

"God is calling a new power to the front. The race of which this Nation is the crown was born on a peninsula, rocked on an island, drilled and disciplined for more than a century on this continent, and is now divinely thrust out to take its place as a world power. Men hesitate, discuss and divide on the issues. That hesitation speaks both for the intelligence and the earnestness of our people. It is the spirit of those who seek to be right and to be sure of it before they go ahead. For once started, there is no stopping place but the further end.

"This forward movement is in the hands of younger men. The veterans who achieved the victories of the past are passing away. For good or ill, we are in the hands of men who have to work out their own experience and fashion for themselves the destiny of the home, the State, and the Church. There never was a time when we more needed the guidance and inspiration of God. Lincoln said he was not so anxious to have God on his side as to be sure that he was on God's side of that serious issue.

"Opportunities lie before our young men as wide as Webster found in the Senate, Grant in the army, your fathers in the commerce of this city forty years ago. God is as helpfully present with our President on this Fourth of July as He was with Washington when he founded our Nation, and Lincoln carrying it through its perils.

"While the old men are dreaming over the great yesterdays the younger are seeing visions of a greater to-morrow. And never did the fathers pass along the flag and the cross into hands so active, intelligent, loyal, and devout."

THE WAR AND THE FOURTH.

Dr. MacArthur's Sermon in the Calvary Baptist Church.

The Rev. Robert S. MacArthur in the Calvary Baptist Church last night preached a sermon on "The Old Gospel and the New Patriotism," in which he dwelt upon the marked resemblance of both in having a divine origin.

In his prayer before the sermon the preacher invoked the divine mercy on our soldiers who fell in the fight before Santiago. He prayed that the President and his counselors might be guided to do right at all times.

"If," he said after prayer, "the soldiers could be inspired to sing 'The Star-Spangled Banner' in the thick of the fight the other day, I think we ought to sing 'My Country, 'Tis of Thee,' now."

The anthem was sung by the congregation, standing. A large National flag was draped about the preacher's stand.

In the course of his sermon Dr. MacArthur said:

"For the first time in more than a generation we celebrate the Fourth of July in the midst of a great war. It would be the cause of unspeakable gratitude if before the sun went down on the Fourth of July the flag of our country might wave over the ramparts of Santiago. But, if not secured, we shall not question the wisdom of Gen. Shafter and others who are at the head. We shall trust them; we shall trust God, and we shall rest assured that victory may eventually be ours."

Dr. MacArthur instanced the Chino-Japanese war as one where the victory was obtained for the reason that patriotism prevailed to a high degree in Japan, whereas it was absolutely unknown in China.

It might become necessary, he said, for England to side with the United States in an attempt to prevent the partition of China by the powers. He was opposed to the tendency to relinquish what we have gained in the Philippines.

One reason for the opposition to the United States which has been manifested of late by certain European Governments, Dr. MacArthur said, was the spread of republican ideas which emanated from this country. "If Spain is overturned," he concluded, "then the whole forces of monarchism, militarism, and clericalism would be against us."

REPUBLICAN LEADERS MEET

Senator Platt Spends Sunday in Conference at Manhattan Beach.

STATE SENATOR PAGE THERE

He Is Said to Act as an Emissary from Gov. Black in Regard to the Police and Election Boards.

Senator Thomas C. Platt transferred his local headquarters from the Fifth Avenue Hotel to the Oriental Hotel, Manhattan Beach, yesterday. He spent most of the day in close conference with several political friends, among whom were Gen. Benjamin F. Tracy, State Senator Page, and Congressman Hitt.

It was learned upon good authority that Senator Page came as an emissary from Gov. Black to arrange the details of the bill relating to the Police and Election Boards, which it is intended to present at the extra session of the Legislature.

Gov. Black, it was said, sent word that he desired the matter settled and in such a manner as would be satisfactory to all factions of the Republican Party. For that reason he deputed Senator Page to try to bring about an understanding and report back to him as to the result of his efforts.

Congressman Quigg, it is known, is persona non grata with Gov. Black, and therefore was not consulted on this occasion. He was not at the Oriental yesterday.

The latest phase the bill is said to have assumed is the provision therein that a State Board of Police be created which is to have control of the Police Departments in the cities and of the Bureaus of Election. This is regarded as a concession to the Quigg forces that have been clamoring for some action against the Police Department of this city.

Gen. Tracy is said to have drawn the bill, which will be presented to Gov. Black to-morrow by Senator Page as a compromise measure. Considerable doubt exists, however, as to its receiving the sanction of the Chief Executive, as he is known to be bitterly opposed to anything savoring of interference with the local Police Department.

Should the bill, however, be passed, it is intended to make ex-Chief of Police John McCullagh President of the State Board. Mr. McCullagh was at the Oriental yesterday and had a lengthy interview with Senator Platt, but he refused to say anything about the outcome of the conference.

Democrats Meet at the Savoy.

Democratic politicians at Long Branch, who go from New York to spend Sunday, kept close to their hotels and cottages yesterday. John F. Carroll, the acting leader of Tammany Hall, was at the Hollywood Hotel. He said he had received no calls of a political sort. In the evening he came to New York and met some of his friends at the Hotel Savoy. Senator Edward Murphy did not leave his cottage at Elberon.

NATIONAL SHARPSHOOTERS.

Fifteen Thousand Persons Attended the Opening Tournament at Glendale, L. I.

Fully 15,000 persons yesterday attended the second rifle tournament and festival of the National Sharpshooters' Association at Koenig's Glendale Park, Glendale, L. I. The attendance was the largest ever seen here. The first tournament under the auspices of this association was held three years ago and was a success, although at that time there were only fifty-two clubs, and the festival lasted but six days. This year the tournament will last nine days. The prize list in cash amounts to $25,000, and the association this year is backed by a guarantee fund of $200,000. Medals, badges, cups, and other prizes will also be distributed.

New York City has the largest list of entries. A hundred other clubs from all over the country will compete. The association intended to have a large parade to-day, but it was finally decided to do away with such a demonstration and instead hold a large reception in the park, where a number of patriotic addresses will be made.

Shootingmasters Gus Nowak and Gebhardt Kraus, after many days' hard work, had everything in order for the targets at an early hour, and at 9 o'clock the first shot of the tournament was fired. Charles Beyer of the Empire Rifle Club of Manhattan scored the first bull's-eye and Hans Becker of Newtown, L. I., scored the last when the shooting was brought to a close at 7 o'clock. At the point target G. Worn and Louis Flach won gold medals, each having scored 150 points. Forty of the shooters won festival silver medals with twenty-five points each. The scores up to date in the other events are as follows:

Ring Target—A. S. Pillard, 71; H. M. Pope, 70; C. E. Gonsch, 69; F. C. Ross, 68; R. Busse, 64; J. Bodenstab, 6.

Man Target—C. E. Gonsch, 88; W. A. Hicks, 82; C. W. Horney, Jr., 80; H. M. Pope, 80; Ignatz Martin, 69.

American Standard Target—G. Worn, 46; Louis Flach, 44; A. S. Pillard, 44; E. W. McLaughlin, 44; F. C. Young, 43; Ignatz Martin, 43; J. Bodenstab, 40; C. E. Gonsch, 38.

To-day and each succeeding day until the end of the tournament shooting will begin at 9 A. M.

Three years ago over a dozen experts with the rifle came on here from San Francisco and made an excellent showing, taking back with them to the Pacific Coast three first, one second, and several minor prizes. This year the extreme West is represented by five sharpshooters, only one of whom was here before. They are Fred O. Young and D. W. McLaughlin of the Columbia Rifle Club, San Francisco; R. Stettin and J. D. Heise of the San Francisco Schuetzen Verein, and Joseph Singer of Los Angeles.

Among the others who faced the targets yesterday were V. R. Olmstead, E. C. Gloddard, and J. H. Rheinhardt of Philadelphia, Joseph Stehle and H. M. Hope of Hartford, Conn., and the New York and Brooklyn clubs, including the famous Zettler Rifle Club. Among the most notable of the local marksmen who were on hand were Fred Ross, who earned the title of "Shooting King" three years ago; G. W. Plaisted, Gus Nowak, H. D. Miller, L. P. Hansen, Gebhard Krauss, O. C. Boyce, C. W. Horn, Jr., Dr. Hettesheimer, Val Horn, F. W. Crensberg, S. O. Bozeni, H. Holges, and C. Rohner.

Those who have charge of the tournament are President William V. Weber, Vice Presidents Fred Cook, Ignatz Martin, Henry Hildbrandt, and A. J. Ringler, Secretaries Fred Baumann, Charles F. Reedel, and Henry J. Bearens, Treasurer John Ensner.

BISHOP POTTER IN CANADA.

He Dwells on the Desirability of an Anglo-American Alliance.

MONTREAL, July 3.—Bishop Potter of New York occupied the pulpit of Christ Church Cathedral this morning, and in the course of his sermon dwelt on the Anglo-American alliance, saying that at this hour the men of Canada and the men of America might surely be glad to strive together to prepare the way for it.

What was wanted on his side of the line and on theirs was the growth of a fraternal temper, that temper of mutual courtesy and fairness which he was sorry to say the people of his side has not always exercised.

GENEROUS CONEY ISLANDERS.

Cab Fare Home for an Injured Girl Collected.

Miss Julia Wilson, seventeen years old, of 140 Fifth Avenue, Brooklyn, spent the afternoon at Coney Island yesterday with her aunt, Mrs. Minnie Chapin of the same address. As they were on their way up the beach to take a car for home at 9 o'clock last night the younger woman slipped and sprained her ankle. With some difficulty a passer-by was made aware of the accident, and the Coney Island ambulance was finally summoned.

When it arrived, the surgeon said that the distance to the young woman's home was too great, and advised her to take a cab. The women had spent nearly all of their money, however, and both began to cry. A crowd of pleasure-seekers had collected in the meantime, and the plight of the injured girl met with instant response. Money for a cab was quickly collected in nickels and dimes, and the injured one was borne by willing arms to the vehicle.

THE SEVENTY-FIRST RECRUITS.

Capt. Stoddard and Lieut. Kopper Still Hold the Armory—Interview with Col. Francis.

Capt. Stoddard and Lieut. Kopper were in complete possession of the Seventy-first Regiment Armory yesterday and experienced no further trouble about getting their recruits ready for the start South, which they expect will be made next Thursday or Friday. None of the officers of the One Hundred and Seventy-first Regiment appeared at the armory yesterday, and the Seventy-first Regiment officers were undisturbed. All but twenty of the 300 men needed have been recruited, and these few vacancies will probably be filled to-day.

The new recruits will leave for Camp Black early this morning, and will wait there until their equipments arrive, when they will at once proceed to Tampa, and go aboard the transports which will convey them to the headquarters of the Seventy-first at Santiago.

Col. Francis was seen at his home, 205 West Eighty-seventh Street, yesterday, and when questioned about the trouble between himself and Capt. Stoddard, said: "There has been considerable friction between myself and Capt. Stoddard regarding the closing of the Seventy-first's armory, which has been considerably augmented by newspaper reports. I have seen Capt. Stoddard during the last twenty-four hours, and the matter has been amicably settled."

By the terms of this settlement, the Colonel says, the Captain will take his recruits to Camp Black at 8:30 o'clock this morning and, on his return he and Lieut. Kopper will have the use of the armory to recruit the men needed to complete the quota of the Seventy-first.

Col. Francis gave as his reason for wanting to dispossess the Captain the fact that he did not desire to have a crowd of men hanging about the armory. He said that he had the authority to close the building, but the only way to put the Captain's men out would be to call out the One Hundred and Seventy-first Regiment or the police. This course he did not desire to take.

THE TROOPS AT SEA GIRT.

More Recruits Needed for the Second and Third Regiments.

SEA GIRT, July 3.—The 600 recruits in camp suffered considerably from the heat to-day. All drills were abandoned and the sentries were permitted to occupy the sentry boxes in order to keep out of the scorching sun. There were few visitors.

Forty recruits are needed to fill the quota of the Second Regiment, and these are expected to arrive to-morrow. The detachment, however, will remain here until Thursday, when it will leave for Jacksonville, in charge of Capts. Murphy and De Ronde. The Third Regiment still requires more than 100 recruits to fill its quota. The delay of the recruiting officers of this command in furnishing recruits is severely criticised by Gov. Voorhees and Gen. Stryker, the post commandant.

Gov. Voorhees expected to announce the appointment of the four surgeons for the new regiment to-morrow, but their names will not be made public before Tuesday or Wednesday. The designation of the companies which will compose the regiment is to be made Thursday. The surgeons to be appointed will then proceed to examine the volunteers and the companies will be in camp the following Monday. Col. Robert G. Smith of the Fourth Regiment, Jersey City, and Col. William Cooper of the Sixth Regiment, Camden, are prominently mentioned for Colonelcy.

Gov. Voorhees and Gen. Stryker will attend the annual dinner of the New Jersey Society of the Cincinnati at Hathaway Inn, Deal, to-morrow, and the Governor will be one of the speakers. Col. Oliphant, the post Adjutant, has arranged to fire a National salute on the camp grounds at noon, and there will also be a dress parade of the troops at sundown.

SIGNAL CORPS RECRUITS.

Plenty of Material Found—A Company for Each Division.

WASHINGTON, July 3.—Excellent progress has been made in recruiting for the Volunteer Signal Corps, which has been going on under Col. Dunwoody, who says there was plenty of material offered. There is to be a company of signal men for each division in the army. The organization of twelve companies is now in progress, and their Captains have been elected as follows: First Company—Elmore A. McKenna; Second—Howard A. Giddings; Third—Frederick T. Leigh of Brooklyn; Fourth—Charles B. Hepburn of Iowa; Fifth—William H. Lamar; Sixth—Charles S. Connor of St. Louis; Seventh— —— McConnell of Chicago; Eighth—George W. Butler; Ninth—Edward B. Ives of New York; Tenth—Thomas F. Clark of Boston; Eleventh—Carl F. Hartman of Newark, N. J.; Twelfth—Frank Lyman of Des Moines.

RAILROADS TO FORWARD TROOPS.

5,000 Men to be Sent from Tampa to Savannah to Embark.

SAVANNAH, Ga., July 3.—The railroads here have been ordered to arrange for the transportation at once of 5,000 troops from Tampa to Savannah. They will be brought here for the purpose of embarking on the Atlantic transports to go as reinforcements to Gen. Shafter.

The transports have already left New York, it is reported, and the men will be brought here by the time they arrive. Just what regiments this includes is not definitely known.

NITRIC ACID TAKEN FOR WATER.

Teamster of the Sixty-ninth New York and a Private Killed.

TAMPA, July 3.—This afternoon a teamster attached to the Sixty-ninth New York Regiment lost his life by drinking a cup of nitric acid which he mistook for water.

While on guard during the night Private Spawac, of Battery B, Fifth Artillery, was killed by the accidental discharge of his gun.

The Day at Camp Townsend.

PEEKSKILL, July 3.—Drills were suspended to-day at Camp Townsend. The heat registered at noon 102 degrees. There was only one case of prostration. Divine service was held in the mess hall at 9:30 A. M., the Chaplain of the regiment, the Rev. J. Warner Fobes, officiating. A squad of 150 men under charge of Sergt. Matthew Johnston of Company A attended service at the Church of the Assumption, Peekskill. An excursion boat with about 1,000 people from New York City visited the camp.

Horsman's Air Machines.

LONG BEACH, L. I., July 3.—The signal kites and flying yachts which E. I. Horsman has offered to present to the Government will be tested here to-morrow morning in the presence of several officers of the Signal Corps from Governors Island. These flying machines are the invention of H. H. Clayton of the Blue Hill Observatory, near Boston. The Blue Hill box kite will be used to take photographs and observations as well as signaling. The flying yacht has a lifting power of 100 pounds. The kites under a strong wind will fly at an angle of 80 degrees.

PERRY BELMONT IN THE ARMY.

He Is to be Appointed Inspector General on Gen. Matthew C. Butler's Staff.

It was learned yesterday that Perry Belmont is to be appointed Inspector General of Volunteers this week, and will be assigned to the staff of Gen. Matthew C. Butler.

Perry Belmont was born in this city Dec. 28, 1851, being the son of August Belmont, the banker, and a descendant of Commodores Perry and Rodgers. Following his graduation at Harvard University, where he took first honors in political economy and history, he went to Europe and took a course in civil law at the University of Berlin. He later entered Columbia Law School, and in 1876 was admitted to the bar.

During his practice of law he successfully argued several important cases, the chief of which was before the United States Supreme Court in the case of the Pensacola Telegraph Company against the Western Union Company. In 1880 he was elected to Congress, and received re-election in 1882 and 1884. During his last term he was Chairman of the Committee on Foreign Affairs. Under President Cleveland's first Administration he was Minister to Spain. Since then he has not been active in politics, but has been spoken of prominently for the Democratic nomination for Governor this Fall. Mr. Belmont belongs to many of the leading New York clubs. He is an enthusiastic horseman and a fancier of game birds and a frequent follower of the hounds.

SUIT FOR $50,000 DAMAGES

Henry F. Gillig Brings an Action Against R. W. Kenney for Causing His Arrest in 1897.

DEFENDANT HAS GONE ABROAD

Founder of the American Exchange in Europe, Who Has Just Returned from Germany, Gives His Version of the Case.

Henry F. Gillig has returned to this city and instituted a suit for $50,000 damages against Raymond W. Kenney, furrier of 24 East Twenty-third Street.

On May 3, 1897, Mr. Gillig was committed to Ludlow Street Jail by Justice Beekman of the Supreme Court on a civil action instituted by Mr. Kenney. Mr. Gillig had himself been interested in the fur business as President of the Excelsior Fur and Glove Sewing Machine Company at 143 Elm Street. His business brought him in contact with Kenney, who, it is said, gave him notes to discount at intervals upon which Gillig would advance a certal per cent. of their value and then deposit the notes in bank. Kenney ultimately made a demand for immediate payment of $2,600, which he claimed was due him on notes which Gillig had discounted. Gillig said that sickness in his family prevented him from attending to business, and asked for a few days delay. Kenney put the matter in the hands of his lawyers and the order for Gillig's arrest was signed, as the companies in which he was interested were foreign corporations. The order for the arrest was vacated on May 21 of the same year by Justice Truax. No complaint was filed or issued with the order of arrest and this omission Justice Truax held rendered it invalid.

Mr. Gillig was seen in the office of Under Sheriff Mulvany on Saturday. He declared that Mr. Kenney went to Europe when the papers in the suit were served upon him.

"I am reluctant to try my case outside the courts," he said, "but as I have been grossly misrepresented and maligned I may state that I am anxious to catch Kenney. While I was prostrated by illness he caused me to be arrested and thrown into Ludlow Street Jail, swearing that I had misapplied the proceeds of some notes made by him. Now I am after him for perjury, false imprisonment, and grievous damage to my health and business. On my return after a long illness I am met by a couple of Kenney's protested checks bearing my indorsement, and I also want this matter explained.

"I had long befriended Kenney. I advanced $10,000 to put him into his business, as I was manufacturing fur-sewing machines and was also about to revive the American Fur Company of Albany, which John Jacob Astor had founded. As far back as 1894 I began advancing money to Kenney, and the checks I gave him and notes I discounted for him during the ensuing couple of years aggregated more than $100,000, absolutely without compensation. He has repeatedly acknowledged that I kept him afloat. I had to carry him along in order to save the money I had advanced to him.

"While I lay sick abed at New Dorp he came to me and implored me to lend him more money or he must fail. I procured it for him; all his paper went to protest, and my own credit was impaired while I lay prostrate. Then in his desperation he caused my arrest on a trumped-up charge.

"My lawyers and physicians advised me to regain my health before seeking redress, and I went to Germany for treatment. Now I am strong again, and I propose to make things lively for Kenney and some others who sought to besmirch my good name."

Mr. Gillig has engaged an Albany law firm as counsel, and the trial of his suit will be had in that county.

Under Sheriff Mulvaney declined to state the nature of Mr. Gillig's business with him. He said it was an "office matter," and that there would be developments soon.

The manager of Mr. Kenney's establishment, on Twenty-third Street, admitted that Mr. Kenney had gone to Europe, and said he was not expected back till the latter part of August.

Henry F. Gillig became known in financial circles all over the world a decade ago through his connection with the American Exchange Company, which failed April 13, 1888. He was born near Buffalo, N. Y., about forty-eight years ago, and began life as a clerk in the employ of Bowles Bros. & Co. of London. He left the firm in 1873, and established what was then known as Gillig's American Exchange. At first the exchange was to be simply a place of convenient resort, where travelers might for a trifling fee store superfluous baggage, have their mail forwarded, &c. The principal offices were in London and New York. But 1,000 agencies were established in Europe and throughout the Orient. These agencies were for a number of years the acknowledged headquarters of all American travelers.

Mr. Gillig finally attempted to make a great banking corporation of the exchange. Under the reorganization, as projected, the capital stock was fixed at $5,000,000. Ex-Secretary of the Treasury William Windom was one of the members of the Board of Directors. The concern failed completely in 1888, and Gillig's wealth was entirely swept away. Gillig, in the height of his success, interested himself in various theatrical ventures, and assisted with money the elder Salvini, the late Henry E. Abbey, and the late Lawrence Barrett.

FIVE DROWNED AT CLEVELAND.

Bathers Sink and a Boat Is Upset by Two Unknown Men.

CLEVELAND, July 3.—Five persons were drowned in the lake here to-day. H. H. Fralick and Miss Jeanette Kaiser lost their lives while bathing in the presence of several hundred persons. They were floating on a log when Miss Kaiser lost her hold and sank. Fralick tried to save her, and both went down.

Two unknown men rocked a boat which capsized, and both were drowned. One was a cripple. In the pocket of the other was an envelope with the address, "Mr. Brown, Middletown, N. Y." Frank Shubeck, a news agent, lost his life while bathing.

Accused of Setting Fire to a Boat.

John Sullivan, thirty years old, who says he lives in Boston, and is an electrician, was arrested in Hoboken yesterday on suspicion of having set fire to the cabin of the canalboat Vesta, which is moored at the foot of Fourth Street, that city. The charge was made by Capt. Charles Price of the canalboat. The Captain of another canalboat, which was moored alongside of the Vesta, alleges that he saw Sullivan leave the boat while it was on fire. Sullivan was remanded for a hearing to-morrow. The damage caused by the fire was about $300.

$200,000 Fire in Louisville.

LOUISVILLE, Ky., July 3.—The immense plant of the Globe Refining Company, situated on the outskirts of the city, was destroyed by fire to-night, causing a loss of $200,000. The origin of the fire is attributed to spontaneous combustion. The Fire Department was greatly impeded in its work by a lack of water facilities. Secretary J. C. Hewitt says the company carried about $135,000 insurance.

Baby's Body Found Off Port Richmond

The body of a male child not more than two months old was found in the Kill von Kull, off Port Richmond, Richmond Borough, early yesterday morning. The body was nude. Dr. Whitman, the Coroner's Physician, made an examination, and found death was due to drowning. The body had not been in the water more than a day. It appears to be a case of infanticide.

Girl Killed by a Cannon Cracker.

NEW ROCHELLE, July 3.—Nellie Dunn, the eight-year-old daughter of John Dunn, sexton of the Church of the Transfiguration, who was badly burned yesterday by the explosion of a cannon cracker, died to-day.

A NEW SHELL TO BE TRIED.

W. T. Forbes Tells of His Invention, Which He Claims Will Destroy a Fleet.

Walter T. Forbes of London, New York, and Atlanta, has just submitted to the authorities in Washington a curious-looking ten-inch shell which he claims will destroy an entire fleet of ships at a single shot. Mr. Forbes is known throughout this country and England as a chemist, inventor, and mechanical engineer.

In appearance the shell is very much like a gas tank in use at a soda-water fountain. Indeed, that is almost what it is, only, the gas used in this is hydrogen instead of carbonic acid, and the pressure per square inch is some 5,000 pounds, instead of only a few pounds per square inch. The idea of employing it for purposes of war, Mr. Forbes claims, is original with him. His secret lies in his manner of exploding it.

Hydrogen can only be set off by fire. No shock or jar will do it. This fact was a difficulty and an advantage at the same time to Mr. Forbes, when the idea of such a shell first suggested itself to him. On account of the tremendous internal pressure he could not use either a fuse or a percussion cap, and it cost him many weeks of thought to solve the problem. He says he has solved it, and solved it perfectly, and that now, if his shell strikes anywhere in the vicinity of the object aimed at, annihilation is sure.

According to his figures, the 5,000 pounds pressure, when the shell strikes, is instantly multiplied two hundredfold, giving the incredible explosive force of 1,000,000 pounds. Mr. Forbes claims that inasmuch as his shell weighs only about one-tenth as much as other shells of corresponding size, it can be fired a greater distance, and at less powder cost. He also says the shell can be made for about one-twentieth of the cost of other shells.

Government experts will test the invention, he says, the middle or latter part of this month. Mr. Forbes has received notification to that effect.

INJURIES FROM FIREWORKS.

Some People Hurt Seriously by Premature Celebrations—An Old Story of Boys and Powder.

George Weber, twenty-one years old, and John Schadel, nineteen years old, of 153 Forsyth Street, took a cannon and a lot of powder on to the roof of that building last evening to anticipate Fourth of July. They were loading the cannon, when one of the young men dropped a lighted cigarette into the pile of powder, and it exploded in their faces. They went to a private physician for treatment, and were afterward removed to Gouverneur Hospital.

Henry Cooper, sixty-two years old, of 124 Sheriff Street, while walking at Avenue B and Fifth Street yesterday afternoon, felt a stinging sensation on his breast. He put his hand to the spot quickly and felt a bullet drop into his hand. Thinking that he might be mortally hurt, he ran into a nearby drug store and told the proprietor that he had been shot. An examination of his person showed that he had not even a scratch on his skin as a result of his experience. Then he went to the Fifth Street Station and told his story. The bullet which he had in his hand was flattened on one side, showing that it had glanced from the sidewalk or the wall of a building before it struck him.

Samuel Rocco, fifteen years old, of 81 Mulberry Street, began celebrating yesterday with a 22-calibre revolver loaded with bullets. One of his shots took effect in the left leg of Antonio Foucko, fifteen years old, his next door neighbor. Foucko fell to the ground as if dead, and a crowd of Italians gathered about threatening Rocco's life. The boy was taken to the Elizabeth Street Police Station by a policeman, the crowd following. Foucko was attended by Surgeon Rope of Hudson Street Hospital, who removed the bullet. Foucko refused to make a complaint against Rocco, saying it was an accident.

James Bochino, fourteen years old, of 157 Mott Street, amused himself last night by throwing a giant firecracker in the middle of a Salvation Army gathering in front of 120 Mulberry Street. As the cracker exploded the crowd beat a hasty retreat. Policeman Joseph Rickett caught Bochino after a sharp chase and locked the boy up. He was later sent to the Gerry society's care.

Hundreds of small boys utilized the lawns in Mulberry Bend Park last night to shoot off fireworks, and while chasing a crowd of them, Policeman John O'Rourke of the Elizabeth Street Station fell over the fence and broke his shoulder blade. He was taken to the Hudson Street Hospital.

John McGuffin of Westchester, N. Y., came here yesterday to see which kind of a celebration he would find. He drank too much Bowery whisky, and, after being thrown out of several saloons and ejected from two restaurants he was picked up, unable to care for himself, at Elizabeth and Bayard Streets. He was well dressed, and on being searched $256 were found in his pockets. He said he did nothing but spend money. He was locked up for safe keeping.

George Apple, twenty-five years old, of 5 First Street, was driving a horse attached to an undertaker's wagon along Grand Steret yesterday afternoon, when near the ferry the animal became frightened at a numbered of firecrackers thrown at him by small boys. He ran away, and Apple was thrown from his seat. His skull was fractured and he was hurt internally. He was taken to Bellevue Hospital.

Mrs. Minnie Kunow of Jersey City visited friends in this city yesterday and last night with her four-year-old child, Francis, and was on her way home in a Twenty-third Street cross-town car, when at Eleventh Avenue a shot was fired from the street, and a bullet lodged in the child's skull. The little one was removed to Roosevelt Hospital in a critical condition.

Dominico Saleomas of 23 Grenada Place, after a visit to friends, was on his way home last night, when opposite 228 Potter Place he was shot in the abdomen by some unknown person. It is not known whether the shot was intended for him or was a stray Fourth of July shot. The man was taken to Fordham Hospital. The wound is not considered serious.

FIRST VICTIMS OF THE FOURTH.

Two Men Killed in Toledo, Ohio, While Preparing an Explosive.

TOLEDO, Ohio, July 3.—James M. Wilcox and William F. Moench were instantly killed this afternoon by an explosion of a mixture of chlorate of potash and sulphur which they were mixing in a mortar for a Fourth of July celebration.

Their bodies were horribly mutilated, and the barn in which they were working was wrecked. Dr. Roy E. Davis and Frank Kehoe, who were near by, were badly hurt.

SENT AWAY WITH BROKEN SKULL.

Man's Injury Was Dressed at Roosevelt Hospital and He Was Told to Go to Bellevue.

Michael Kennedy, thirty-nine years old, of 844 Eleventh Avenue, went to Bellevue Hospital last night, and said he had been hit on the head by some one unknown with a piece of gaspipe. The man was apparently unable to tell where the assault occurred. He said he had gone to Roosevelt Hospital and that there they told him he had a slight scalp wound. It was dressed and he left the hospital, but soon after blood gushed from his nose and ears. He met a patrolman, who told him to go to Bellevue.

Dr. V. D. Robertson of Bellevue Hospital examined the man's head and found that he was suffering from a compound fracture of the skull. He became unconscious before being placed in a ward.

The night surgeon at Roosevelt Hospital said last night that Kennedy was thoroughly examined there, and it was found that he was suffering from a compound fracture of the frontal bone. After being dressed he was told to go to Bellevue Hospital, as there were no beds at Roosevelt. Before leaving Kennedy signed a paper releasing Roosevelt Hospital from all responsibility.

Swift Retribution.

From The Medical Record.

Don't steal a doctor's wheel! If this advice had been followed by a bicycle thief a week or two ago he would perhaps to-day be a happier man. The doctor had to walk back to his office, and reached it just in time to attend a man severely injured by falling from a wheel. Investigation showed that swift retribution had followed the thief, and it was the doctor's own wheel that had thrown him.

THE RAVENSDALE IN PORT

British Captain Tells of the Encounter Between the Terror and the St. Paul.

HIS STORIES CONFLICTING

He Declares the Terror Was Struck Only Once, and That Was an Accident—Then He Admits the Vessel's Serious Injuries.

The British steamship Ravensdale arrived here yesterday from San Juan, Puerto Rico, at which port she was anchored on June 22, when the St. Paul disabled the Spanish torpedo boat destroyer Terror.

The Ravensdale sailed from Philadelphia with coal. She stopped at Nassau and then proceeded to Guantanamo, where she was intercepted and ordered away. Capt. Luke went to Port de Paix for orders, but being unable to effect cable communication, he proceeded to Mole St. Nicholas, whence came reports that he was making slurring remarks about the Yankees, and had said that his coal had been transferred to Spanish vessels off the Cuban coast, leading to the inference that not all of Admiral Cervera's vessels were at Santiago. The Captain was alleged to have promised a "hot time" for Yankee ships that should fall in with the Spanish vessels off the coast.

The agents of the vessel here, Miller, Bull & Knowlton, said that the coal had been landed at Nassau, and the Captain yesterday confirmed that statement, and characterized as malicious and libelous the reports circulated about him.

He immediately afterward, however, proceeded to give very strong evidence of intense Spanish sympathy. He went from Mole St. Nicholas to San Juan for a cargo of sugar and tobacco, and was there for a week, leaving June 26.

The Terror Plucky, He Says.

According to Capt. Luke's account of the engagement between the Terror and the St. Paul, the Terror steamed out to within three-quarters of a mile of the St. Paul. It was one of the pluckiest things, he said, that he ever heard of, the way that little craft ran out against the big cruiser. The firing of the American vessel was reckless.

"I was on a hill," said the Captain, "and saw the whole thing. It was a grand sight. The shells bursting, the flashes of guns, and the puffs of smoke made a great picture. The Americans fired for two hours and a half at the Isabel II., and did the poorest shooting ever seen. They could not hit anything. One shot accidentally struck the Terror, entering the engine room, and killing the engineer and his assistant."

The shot struck, according to the Captain, on the port side, abaft the after or third funnel, and exploded. A fragment hit the chief engineer, not killing him outright, but causing him to fall into the machinery, where he was mangled to death. The assistant engineer had his legs blown off, and died the next day ashore, while four of the crew were wounded. The same shell broke the exhaust pipe, causing the craft to leak and it also disabled the machinery.

If it had not been for the loss of the two engineers, however, which made it necessary for the Terror to put back into San Juan Harbor, the Captain said, the St. Paul would not be here to-day. To put it in the Captain's words:

"Only that the engineer was killed, the Terror in seven minutes more time would have sunk the St. Paul. I sailed next day," he continued, "and was held up by the St. Paul, but was allowed to proceed."

The Captain subsequently said that there was a large hole in the side of the Terror eight inches wide and three feet up and down, and he admitted, on further questioning, that another shot struck the deck.

Hole in the Terror's Side.

Capt. Luke, however, told conflicting stories yesterday. To one he said that the Isabel II. took no part in the engagement, and did not leave port, and again he said that a Spanish Lieutenant told him the Terror was not damaged and would go out again the next day to attack the St. Paul, but she did not do so, it appears.

The Captain also boasted that he had run the blockade, although the St. Paul did not take up her blockading work until three days after he entered the harbor.

Stories told by the crew did not jibe with the Captain's. E. Aarons, the colored cook, said that when on June 22 word came that an American ship was off the harbor, intense excitement prevailed. The third-class cruisers Isabel II., Concha, and Terror, were ordered out to attack her. The firing that followed was all at very long range. When the Terror returned she had to be towed, and there were three holes in her near the engine room and her machinery had been disabled. The engineer's head had been blown off, the assistant engineer had his legs blown off, another near him had an arm and a leg torn off and six others were injured.

When the St. Paul stopped the Ravensdale as she came out of the port and sent two boats alongside, Capt. Luke, according to Aarons, called all hands on deck and gave instructions that no information was to be given as to affairs in San Juan. He was not there, he said, to give any information to the Yankees.

Aarons Gave Information.

Aarons, who is an American, wrote out all he knew concerning affairs in San Juan, put his note in a bottle, and dropped it out through a porthole into one of the St. Paul's boats. It contained, among other things, the list of vessels in port, including the three Spanish vessels which have been named above, two small gunboats, and another vessel thought to be the auxiliary cruiser Alfonso XIII.

William Harris, a Welsh seaman on the Ravensdale, said that he and a shipmate sneaked off the vessel the day after the battle intending to attend the funeral of the Terror's engineer. Capt. Luke, who had forbidden shore leave, found it out and, calling the civil guard, had them arrested. They were both fined. The Captain paid the fine, saying that he would take it out of their wages.

Harris said that the men in the crew were "dead sore" on the Captain, and all were going to leave the ship.

The Ravensdale brought as passengers Mrs. Josephine Korber, a native of Puerto Rico, of French parents, and the wife of a German banker of San Juan. She brought her six children, and was accompanied by Miss Julia Palmieri. The party was met by Miss Palmieri's brother, F. L. Palmieri, of this city. They said they had left as a mater of safety, because of the probability of early hostilities in Puerto Rico. Mr. Korber, however, remained to attend to his business.

Man's Body Found in the Bay.

The body of a well-dressed man was found in the bay on Saturday, and is at the Richmond Borough Morgue. The body is that of a man about five feet five inches in height, and weighed about 150 pounds. The face is clean-shaven, and the hair is close-cropped and mixed with gray. The clothing was a gray cheviot suit, with sack-cut coat. The suit was made by M. Levy of 119 Walker Street. The underclothing is of dark gray and patched. Only pieces of fishlines were found in the pockets.

Threw $100,000 Into the River.

From The Birmingham Gazette.

There is one interesting incident in the career of Sir Herbert Kitchener which is not generally known. After the fall of Khartoum in 1885, an enormous quantity of stores had to be destroyed owing to the want of transport. Among them were about a million rounds of ammunition, which was ordered to be thrown into the Nile. The duty of superintending its destruction fell to Kitchener, and when it was finished he found to his dismay that the contents of two of the boxes thrown into the river were not ammunition but 10,000 gold sovereigns apiece. It is hardly probable that any attempt will be made to recover the lost treasure when the expeditionary forces reach the spot, for after the lapse of thirteen years it must be buried beyond all hope of recovery in the mud of which the bed of the Nile is composed.

Proud of Their Battleship.

From The Galveston (Texas) News.

As we have said before, the battleship grand old Texas may be a second-class iron-clad, but she is a XXXX, AA, first-class fighter.

GOSSIP FOR THE HORSEMEN

The Coney Island Jockey Club's June Meeting Will Wind Up To-day.

READY AT BRIGHTON BEACH

Most of the Candidates for the Realization Were Worked Yesterday or Saturday, and The Huguenot Showed the Best.

But one more day of racing at the Coney Island Jockey Club's June meeting remains, and this afternoon, when the winners of the second half of the Double Event, the Realization, and the Coney Island Grand National Steeplechase are quietly munching their well-earned oats, the trainers of the various stables will be busy removing their traps, for on Wednesday the Brighton Beach race track, with its open grand stand through which blow cool ocean breezes on even the warmest day, will open its gates for its annual meeting. The meeting will be the twentieth in the history of the old track, and it promises this year to be the most successful one ever held there. There will be racing every day from Wednesday, up to and including Aug. 9, and everything possible has been done to make the former home of the beachcombers acceptable to the patrons of the sport. William A. Engeman, the enterprising young President of the Brighton Beach Racing Association, is determined that the sport on his track will be as clean and as high-class as it is possible to make it, and furthermore he believes in laying out the income of the track over expenses in improving the track and grounds. Already he has spent a fortune in improving the place, and to-day the seaside track is as inviting in appearance as it was uninviting some years ago. Secretary Sass has issued the book programmes for the meeting, which contain the conditions of the races to be run up to July 12.

The programmes for overnight events after July 12 will be issued at intervals of three days. On the title-page of his book Mr. Sass makes the welcome announcement to horsemen that all subscriptions to an overnight race will go to the winner of the race. The Brighton Beach Association will have the competition of Saratoga for a part of the time, but it is not believed that this competition will menace its prosperity. Saratoga will have to depend mainly on the Westerners for support. Many of the big metropolitan stables that went to the Spa last year will remain on Long Island this season. Last year's hard luck has not dismayed Mr. Engeman, to judge from the size of the purses which he hangs up in overnight races this season. There is not a race on the calendar to which he has not added as much as $500, and many of them will be worth $800 besides the subscriptions. Whether the weather be good or bad, the Brighton track will be in excellent shape for the meeting. Superintendent Jim Clare has packed and graded it thoroughly since last year's meeting closed, and it is to-day one of the fastest tracks in America.

The Brighton Handicap, at one mile and a quarter, the principal handicap for horses three years old and over of the Brighton meeting, will be run next Wednesday. The handicap is an added money race of $2,500 this year, and will be worth about $3,500 to the winner. The Brighton Cup of $7,500, at two miles and a quarter, will be run July 30. In the division of the purse $5,500 will go to the winner, $1,250 to the second horse, and $75 to the third horse. All starters will have to carry weight for age. Nineteen horses of the older division are on the eligible list, and Mr. Sass expects ten or a dozen starters. The other important races for three-year-olds and over are the Flight Handicap, six furlongs, to be run on July 12, and the Test Handicap, one mile, to be run on Aug. 6. The three-year-old events are: The Nautilus Stakes, one mile and a sixteenth, to be run on July 16; the Sea Gull Handicap, one mile, to be run on July 23, and the Saragossa Stakes, one mile, for fillies, to be run on Aug. 2. The two-year-old races are the First Attempt Stakes, five furlongs, to be run on Wednesday; the Undergraduate Stakes, five furlongs, on July 9; the Winged Foot Handicap, five furlongs, on July 14; the Distaff Stakes, for fillies, five furlongs, on July 21; the Spinster Stakes, for fillies, six furlongs, on July 28; the Rising Generation Stakes, six furlongs, on Aug. 4, and the Electric Handicap, six furlongs, on Aug. 9. Brighton's one hurdle stake is the Chantilly Handicap, for three-year-olds and over, at one mile and a half, over six hurdles. There is a stake for cross-country horses, too—the Punchestown Steeplechase Handicap—over the full course.

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The Realization, which is to be the feature of this afternoon's programme at Sheepshead Bay, has attracted the attention of horsemen in general, and much interest has been shown by the public in the work of the candidates. Owners and trainers were busy at the Sheepshead Bay and Gravesend tracks all day Saturday giving their charges the finishing touches to their preparatory work for the big race, and some excellent work was done. The feature of the morning exercise at Sheepshead Bay on Saturday was the final trial of The Huguenot. The task put to him was in the shape of a mile and a half trip, which he turned in good style in 2:37½. The time, fractionally taken, was: Furlong, 0:13¼; quarter, 0:26¼; three furlongs, 0:39; half, 0:52; five furlongs, 1:05¼; six furlongs, 1:19; seven furlongs, 1:32; mile, 1:45¼; mile and a furlong, 1:58; mile and a quarter, 2:11¼; mile and three furlongs, 2:24; mile and a half, 2:37½. The Huguenot had for pacemakers the Belmont filly Lady Onward, who kept him company for half a mile, and Imitation, who joined him at the three-quarter-mile pole and staid with him to the end. The Realization candidate's move was a creditable one, and he was full of run all the way. Several experts who were present, growing reminiscent, recalled to mind that The Friar's trial, who won the race last year, was done in 2:35, and that Rensselaer, who ran second, did the trick in 2:37.

⁂

Plaudit, John E. Madden's candidate, received light cantering exercise. Handball received most of his preparatory work in his recent races, and if he will run as well to-day as he did a few days ago at Sheepshead Bay, when, after being practically out of the race during the first half of it, he came like a steam engine, he will probably be found fighting it out with the leaders at the finish. Hamburg is named as a starter, and his trainer, "Billy" Lakeland, thinks very well of his chances, in spite of the fact that many who have watched the colt carefully in his three-year-old form, believe him to be only a sprinter. Latson ran well in the mile and three-quarters race on Saturday, when he finished second to Dutch Skater, and that race has placed his speed just on edge.

⁂

The entries for to-day's races at Sheepshead Bay are as follows:

FIRST RACE.—For all ages. Three-quarters of a mile.

	Pounds.		Pounds.
Kinnikinic	123	Momentum	107
Sanders	122	Murillo	107
Peat	120	Blissful	102
Rotterdam	118	Fleeting Gold	102

SECOND RACE.—For three-year-olds and upward; selling allowances. One mile and a sixteenth on the turf.

Ben Ronald	108	Endeavor	101
Howard S.	108	Merlin	94
King T.	108	Flax Spinner	94
Mt. Washington	108	Prince Auckland	89
Kitefoot	101		

THIRD RACE.—Handicap for three-year-olds and upward. One mile.

Belmar	126	Hanwell	113
Bannock	126	Athamas	111
Mont d'Or	124	Her Own	109
Leedsville	120	Hanlon	109
Central Trust	115	Gen. Maceo	107

FOURTH RACE.—Second half of the Double Event of $5,000, for two-year-olds. Futurity Course.

Jean Beraud	129	Ethelbert	122
Kingdon	129	Armament	122
Glenheim	129	Manuel	114

FIFTH RACE.—The Realization, for three-year-olds; valued at about $20,000. One mile and five-eighths.

Plaudit	122	Previous	117
Handball	122	Latson	112
Hamburg	122	George Boyd	112
The Huguenot	122	Boy Orator	107

SIXTH RACE.—For two-year-old fillies; selling. Five furlongs.

Lady Onward	105	Anitra	99
Mai	105	Diminutive	99
Effervescent	105	Loiter	99
Geddy	101	Bettie Gray	99
Incandescent	101	Full Dress	99
Lepida	99		

SEVENTH RACE.—The Coney Island Grand National Steeplechase for four-year-olds and upward. Full steeplechase course.

Shillalah	172	Mars Chan	142
Red Pat	160	Decapod	134
Royal Scarlet	156	Beaufort	136
Trillion	153		

⁂

As to-morrow will be an off day at the race tracks in this vicinity, the Elkwood Park Racing Association applied for a license to hold an extra day's meeting at Elkwood Park, Long Branch, N. J. There will be a big pony race and thoroughbred meeting at the track to-day, and a number of prominent turfmen and jockeys have promised "Phil" Daly, Jr., the promoter of the meeting, to help him make to-morrow's meeting a success. There will be five races, with purses ranging from $300 up to $1,000.

⁂

Heliobas, the $10,000 colt, is no longer in the hands of Frank Jones. Eugene Leigh, who is to handle the colt for Bromley & Co., sent his foreman, Frank Kelly, down from Chicago to Latonia last week to take charge of him, and Mr. Jones turned the son of Farandole over to his owner's representative. The veteran trainer was very much delighted to be relieved of his charge. Mr. Kelly and Dr. Queen, Bromley & Co.'s private veterinary, will give the valuable colt the closest attention until his condition is such as to make the trip safe, when Kelly will take him to Chicago. Dr. Queen thinks they will be able to remove the colt within the next week or ten days.

⁂

The speedy Western mare Imp was shipped from Sheepshead Bay to Chicago, Thursday, June 23, where she is to take part in the current meeting at Washington Park. She started three times in the East, winning a handicap at Gravesend, and being unplaced twice at Sheepshead Bay.

⁂

Owner William Oliver has such a high opinion of Warrenton that he says he will ship him to England in the Fall, and have him prepared for the Lincolnshire Handicap, to be run next March.

The Brighton Handicap.

The weights for the Brighton Handicap to be run Wednesday, as given out by Handicapper Vosburg, are as follows:

Ornament	128	Satsuma	104
Tillo	126	White Frost	104
Ogden	124	Connoisseur	102
Ben Holliday	121	Dr. Sheppard	102
Sir Walter	116	George Keene	101
Semper Ego	115	Handball	100
Havoc	112	Bangle	100
Dr. Catlett	110	Ben Eder	100
Tragedian	110	Tom Cromwell	100
Lehman	109	Traverser	100
Royal Stag	108	Handsel	98
Mirthful	108	Presbyterian	97
Sly Fox	108	Don't Care	96
Damien	106	Howard Mann	95
Free Advice	106	Howard S.	93
Merry Prince	105	Buela	90
Suny Slope	105	Master James	90
Macy	105	Sensational	87
Algol	104		

ROWING ON THE HARLEM.

Crews Out in Full Force—Many Entries for the Hudson Boat Club's Regatta.

The houses of the various boat clubs that line the banks of the Harlem River were the scene of much life and activity yesterday. As early as 8 o'clock the members began to arrive, and from then until sunset the river was alive with racing and pleasure craft of every discription. Barge parties were made up at most of the clubs, and trips followed to College Point, Bowery Bay, and other points, where the best part of the day was spent bathing in an effort to keep cool.

The members of the Crescent Rowing Club put in an appearance at their house bright and early to make preparations for a two days' trip up the Hudson River in their eight-oared barge. By 7 o'clock the craft was launched and manned by a crew composed of Bartelmetz, bow; Gilson, No. 2; Marks, No. 3; Silsbee, No. 4; Shopper, No. 5; Mehrhoff, No. 6; Darling, No. 7; McKeon, stroke, and Rotchfort, coxswain. They carried two days' provisions and two tents with them, and will camp at some convenient spot along the Hudson.

Capt. Binzen of the Metropolitans says that he has given up the idea of entering a junior four on account of the illness of Claude Haines, who was rowing bow. Haines and Binzen were also training for the intermediate double event of the National regatta, but it is doubtful if they will be able to get in form, as Haines will not be able to do any active training for a week or more.

The junior and intermediate four-oared crews of the Nonpareil Rowing Club, which are training for the Long Island regatta July 9, were on the water during the morning, and had several lively little brushes between themselves, in which the juniors showed themselves to be rowing fast and in fine form.

The Nassau Club will hold a watermelon barge party at its boathouse at Oakhurst, on the Harlem River, Wednesday evening.

Great preparations were being made at the Hudson Boat Club's house, One Hundred and Twenty-ninth Street and the Hudson River, yesterday for its annual regatta to-day. The races will all be rowed over a mile straightaway course, and will include a single shell event, pair-oared gig, double scull gig, single gig, four-oared barge, eight-oared barge open event, and an eight-oared barge race between the married and single men. The principal event of the day will be the eight-oared barge race, in which the Atlantic Boat Club, the Bohemian Boat Club, Nassau Boat Club, and Dauntless Rowing Club have entered crews. A handsome silver loving cup will be awarded the winner.

The crews are made up as follows:

Dauntless Rowing Club—Emil Muller, bow; William Becker, No. 2; Emil Nilson, No. 3; William Holman, No. 4; W. Reid, No. 5; Paul Wolfskehl, No. 6; J. P. Instone, No. 7; J. B. Knipe, stroke, and E. H. Anderson, coxswain.

Nassau Boat Club—C. F. Muller, bow; S. G. Carr, No. 2; J. D. Thees, Jr., No. 3; H. V. Cleaver, No. 4; O. D. Thees, No. 5; Fred Vilmar, No. 6; J. M. Davis, No. 7; O. J. Stephens, stroke, and G. F. Williams, coxswain.

Bohemian Boat Club—James Kandelka, bow; Voy Ladman, No. 2; Edward Zahradik, No. 3; Joseph Behensky, No. 4; A. Chaloupka, No. 5; F. Vesely, No. 6; Joseph Zaunek, No. 7; Joseph Vancura, stroke, and James Packer, coxswain.

Atlantic Boat Club—Albert Heyne, bow; H. Schuman, No. 2; F. Volk, No. 3; E. Luning, No. 4; A. Unduetsch, No. 5; W. Odenwald, No. 6; H. C. Kudlich, No. 7; W. Tienkamp, stroke, and Charles Trautwein, coxswain.

James Fay of the Waverley Boat Club will act as referee of the regatta, Daniel Mangen of the Claremont Boat Club as starter, and Louis Urran of the Bloomingdale, and Thomas Henley of the Waverley as judges.

THE CRICKET CONTEST.

The Championship of New York Race at an Interesting State.

The contest for the cricket championship of New York is now in full swing, and is assuming an interesting state. Team A of the New Jersey Athletic Club still preserves the lead, with Manhattan second and Staten Island third. Team B of the New Jersey Athletic Club has split even in games won and lost, but neither New York nor Roseville has been able to win a game. In the competition for the batting prize, R. E. Bonner maintains his big average, and has still a decided advantage over the other players, although M. R. Cobb, N. S. Walker, Jr., and G. A. Gittens are still dangerous. The following are the records:

	Played.	Won.	Lost.	Dr'n.	P. C.
N. J. A. C., Team A	4	2	0	2	1.000
Manhattan	4	3	1	0	.750
Staten Island	4	2	1	1	.666
N. J. A. C., Team B	4	1	1	2	.500
Roseville	3	0	1	2	.000
New York	4	0	4	0	.000

MORRIS AND ORANGE LEAGUE.

A List of the Tennis Games Scheduled for the Season.

ORANGE, N. J., July 3.—Games have been scheduled for the season by the Morris and Orange Lawn Tennis League, as follows:

July 9, at Summit.—Field Club of Summit vs. South Orange Field Club, in doubles and the Morristown Field Club in singles.

July 16, at South Orange.—South Orange Field Club vs. Morristown Field Club in doubles, and Summit Field Club in singles.

July 23, at Morristown.—Morristown Field Club vs. South Orange Field Club in doubles and Field Club of Summit in singles.

July 30, at Summit.—Field Club of Summit vs. Morristown Field Club in doubles and South Orange Field Club in singles.

Aug. 6, at South Orange.—South Orange Field Club vs. Field Club of Summit in doubles, and Morristown Field Club in singles.

The new officers of the Morris and Essex League are: President—Oscar B. Smith, Jr., Morristown; Secretary-Treasurer—W. W. Palen, South Orange; Chairman Executive Committee—M. Sargent, Summit.

MIDDLE STATES TENNIS.

The Championship Tournament to be Begun in Orange To-day.

ORANGE, N. J., July 3.—Tennis enthusiasts are taking a lively interest this season in the Middle States championship tournament, to be begun to-morrow morning. The events are to be in singles and doubles, the singles being the championship event. The winner will have the privilege of challenging William A. Larned, the present champion, who is now in Cuba, with Roosevelt's Rough Riders.

A new and handsome trophy cup has been offered by the Orange Club, to succeed the one which became the property of Larned when he won the championship for the third time last year, and handsome trophies have also been offered for the winners in the doubles and in the consolation series for those who fail to pass in the preliminary and first rounds.

In addition to the championship play to-morrow, there will be an interesting inter-club match between teams from the Orange Lawn Tennis Club and the Longwood Cricket and Tennis Club of Boston. The teams will be made up as follows:

Orange—George H. Miles, J. D. Forbes, Richard D. Stevens, Stephen S. Millett, and Edwin P. Fischer.

Longwood—Leo E. Ware, M. D. Whitman, Dwight F. Davis, Alfred Codman, and L. H. Carlton.

The entries in the Middle States tournament up to last night were as follows:

Singles—E. R. Wells, Robert M. Miles, Jr., C. E. Grelle, Richard D. Stevens, Ralph McKittrick, Holcombe Ward, Carmen R. Runyon, Thomas S. Kingman, Jr., Edward Lyman, George H. Miles of Orange, Alfred Codman, J. Duncan Forbes, Leo Ware, Beales Wright, M. D. Whitman, L. H. Carlton, De Witt Davis of Harvard, Raymond D. Little of Princeton, Stephen C. Millett and Edwin P. Fischer of New York, E. A. Stroud and William T. Clothier of Marion Cricket Club, Philadelphia.

Doubles—Ward and Davis, Harvard; Forbes and Ware, Harvard; Fischer and Millett, New York; Stroud and Clothier, Philadelphia.

ON THE BASEBALL FIELD.

Cincinnati Takes Two Games from St. Louis—Chicago Defeats Louisville.

How the Clubs Stand.

Club.	Won.	Lost.	P. C.
Cincinnati	44	23	.657
Cleveland	38	24	.613
Boston	38	25	.603
Baltimore	35	25	.583
Chicago	37	28	.569
Pittsburg	33	30	.524
New York	31	31	.500
Philadelphia	27	31	.466
Brooklyn	26	34	.433
Washington	25	38	.397
Louisville	22	44	.333
St. Louis	22	45	.328

Result of League Games Yesterday.

Chicago, 7; Louisville, 4.
Cincinnati, 7; St. Louis, 5, (first game.)
Cincinnati, 10; St. Louis, 7, (second game.)

Games To-day.

MORNING AND AFTERNOON.
Philadelphia at Baltimore.
Cleveland at Chicago.
Louisville at Cincinnati.
Boston at New York.
St. Louis at Pittsburg.
Brooklyn at Washington.

CHICAGO, July 3.—Long and timely hitting with a little better fielding won to-day's game for the Orphans. Capt. Clarke hit Thornton safely each time up, while Isbell led the locals with four hits out of five chances. Score:

Chicago ....1 0 0 0 2 3 1 0 .—7
Louisville ....1 0 0 2 0 0 0 1 0—4

Earned runs—Chicago, 4; Louisville, 2. Base hits—Chicago, 12; Louisville, 9. Errors—Chicago, 2; Louisville, 3. Batteries—Chicago, Thornton and Donahue; Louisville, Frazer and Kittridge.

Cincinnati, 7; St. Louis, 5.

FIRST GAME.

CINCINNATI, July 3.—The Reds won both games to-day by superior fielding and timely batting. The Browns made gallant finishes, but could not reach. Miller's batting and a one-hand catch by Steinfeldt were the features. Attendance 8,204. Score:

Cincinnati ....0 5 0 0 0 1 0 0 1—7
St. Louis ....0 0 0 0 0 0 3 1 1—5

Earned runs—Cincinnati, 4; St. Louis, 4. Base hits—Cincinnati, 9; St. Louis, 12. Errors—Cincinnati, 3; St. Louis, 1. Batteries—Cincinnati, Dammann and Peitz; St. Louis, Sudhoff and Clements.

SECOND GAME.

Cincinnati ....3 0 0 3 2 0 1 0 1—10
St. Louis ....0 0 0 0 1 0 3 3 0— 7

Earned runs—Cincinnati, 6; St. Louis, 5. Base hits—Cincinnati, 17; St. Louis, 13. Errors—Cincinnati, 1; St. Louis, 2. Batteries—Cincinnati, Hill and Vaughn; St. Louis, Carsey and Esper.

Other Games.

At Rochester—Rochester, 14; Buffalo, 2.
At Syracuse—Syracuse, 5; Toronto, 4.
At Paterson—Lancaster, 7; Paterson, 6.
At Newark—Newark, 8; Hartford, 6.
At Providence—Springfield, 11; Providence, 10.

BINDER TWINE SHORTAGE.

From The Toronto (Ontario) Globe.

The fact that the wheat crop this year is expected to be an extraordinary one, and that owing to the overproduction of a few years ago a large number of binder-twine manufactories closed down, thereby considerably lessening the supply, a shortage in the commodity has resulted, and with the object of "bulling" the market, a story of a binder-twine famine has been sent out.

It is not in the least probable that any such famine will occur. Of the amount required by Ontario farmers, about 4,500 tons, at least half has been already sold by American manufacturers alone at from 5½ cents to 7 cents. In addition to this, a considerable amount is still held by agents and by Canadian factories pending an expected increase in price. When the Government canceled the duty on binder twine, representations were made by Canadian manufacturers that such action would kill the industry in Canada, and to show the administration the direful effects of the removal of the duty several factories were shut down while the matter was still under consideration. When, however, the Government announced positively that the original duty of 25 per cent. would not be replaced, the two factories which had been closed began operations, and have since been running night and day in an effort to catch up to the market.

Binder twine is now quoted in Canada about 2 cents below the price in the United States, the quotations being from 10 to 12 cents in this country and 13 to 15 cents across the line. If the prices here are advanced on a par with American quotations, binder twine from the United States will immediately begin to come into the country. It is thought, however, that the supply will be sufficient for the Canadian demand, although the district in which the harvest is latest may experience a scarcity. If the demand this year was a normal one, there would be no danger of a scarcity, but it is expected that the large crop will necessitate an increased supply of from 500 to 1,000 tons.

It is stated that one concern which advertised the announcement that, despite the scarcity of the article, it would, irrespective of the state of the market, sell farmers twine at 6¼, 7¼, and 8 cents, the offer to hold good until June 20, only partially filled its orders at the above prices and is now holding its stock for a rise.

Sword for Capt. Dyer of the Baltimore.

From The Baltimore Sun.

To the Ames Sword Manufacturing Company of Chicopee, Mass., has been awarded the contract for the sword to be presented to Capt. N. M. Dyer of the cruiser Baltimore as a testimonial of his services in the battle of Manila on May 1. On the scabbard will be an anchor and an inscription showing to whom, by whom, and for what reason the sword is presented. On one side of the blade will be a representation of the Washington Monument, and on the other side will be the seal of the city, the battle monument, and the cruiser Baltimore. The gift will be held for presentation upon the occasion of Capt. Dyer's first visit to Baltimore.

London's Gas Business.

From The London Standard.

An "analysis" of the accounts of the principal gas undertakings of the United Kingdom for the year 1897 has just been issued by Mr. John W. Field. It shows that the capital employed last year in the gas supply of the metropolis exceeded £18,000,000. The net gas rental amounted to £4,197,000. Adding to this sum the receipts for residuals, the total income became £5,276,000. The gross profit was £1,451,000. Deducting interest on loan capital, and allowing for interest on invested funds, the net profit became £1,244,000, or 9 per cent. on stock, share, and premium capital.

LETTERS FROM THE PEOPLE

CHEESE AS AN ARMY RATION.

To the Editor of The New York Times:

I note in your issue of this day that a bill is before Congress requiring that a quarter of a pound of cheese be added to the army ration, and that the cheese must be of American manufacture. It is stated that the bill is favored by certain Congressmen representing some of the agricultural districts and also by the Department of Agriculture and that it is opposed by the Commissary General on the ground that he has already tried cheese as a ration and the soldiers don't like it, and that it is altogether unsatisfactory.

The Department of Agriculture urges the matter on the ground of its great nutritive value in proportion to its bulk. This argument is a very strong one, as cheese, supplemented by bread, forms a complete ration, and will sustain life and strength for an almost indefinite period. The cheese supplies the proteine and hydrocarbon elements, and the bread the carbohydrates. Cheese in a nutritive sense takes the place of meat and butter or bacon, and as a change from other food ought certainly to become popular in both army and navy, and I believe would become so if cheese of suitable kind and quality is provided. That the Commissary General has had good reason to be dissatisfied with his previous experiences in the matter of cheese can be readily believed if he accepted for the use of his department "any old thing" that might be sold him under the name of cheese.

Up to within a comparatively recent period the American markets were flooded with cheeses of inferior quality. Some of these were made from pure whole milk, but were cheaply and badly made and improperly and hastily cured, and hence not of a quality to commend themselves to the palate or to prove useful as an element for the army ration. Immense quantities of cheese made from skimmed milk are also produced in this country. These cheeses from a purely chemical standpoint are of great value, but from a physiological and dietary standpoint are exceedingly objectionable, and if included in an army ration would probably slay more than the bullets of the Spaniards. "Part skims" are only a little less objectionable. "Filled cheese," made from skimmed milk, with the addition of fats and oils not derived from the udder of the cow, is theoretically wholesome food, but from a practical standpoint is not to be commended. Several States have forbidden its manufacture. We may also exclude from present consideration the various "fancy" cheeses and cheeses made in imitation of foreign products, such as pineapple, Edam, Brie, limburger, "Swiss," &c. None of these is equal in quality to the imported cheeses of the same name. This leaves us only the so-called full-cream cheese made in the ordinary American manner, and it is this that the bill before Congress contemplates adding to the army ration.

The extent of the cheese industry in the United States may be appreciated when I say that in New York there are more than 1,000 factories, while the number in Wisconsin is above 1,500. Ohio has 200 factories, Illinois 150, Michigan, say 125, and Iowa about 100. Many of these make imitation Swiss and limburger cheeses, but the majority make the ordinary cheese.

It would seem, then, that there would be no difficulty in obtaining an ample supply of cheese for army and navy use, but, unfortunately, a very large proportion of the American cheese made is, in my judgment, unfit for this purpose, and the reason for it lies with the cheesemaker and with the farmers who supply the milk.

In some parts of the country it is the custom for the neighborhood farmers to erect and control a cheese factory and hire a man to make the cheese, not giving him stated monthly wages, but paying him a certain sum dependent on the output, usually from 80 cents to $1 per 100 pounds of cheese made, but obliging him out of this sum to supply the rennet, the color, the salt, the bandages, and the boxes. It can hardly be expected, then, that where this form of contract prevails the best quality of ingredients will be employed, but rather the cheapest that the cheesemaker can get hold of. For instance, salt of the quality best adapted to cheese manufacture can be bought by the cheesemaker at a cost of say 1 cent for sixty pounds of cheese, but often this sum he grudges, and nine out of ten use salt of inferior quality, costing about one-half as much. Cheese, therefore, made only with the cheapest materials and from milk often not properly cared for must necessarily be of inferior quality, and should not under any circumstances be purchased for army use.

That America is capable of producing the finest cheeses of the distinctively American pattern is beyond question, but the parsimony of the farmer has been the main obstacle in the way of producing first-class cheeses that would commend themselves to the public taste.

A few years ago the American export trade in cheese was enormous. At present it has shrunk fully one-half, while Canadian exports have increased in the same ratio, due, without question, to the better average quality of the Canadian product.

The New York Department of Agriculture and the United States department have both sought earnestly to impress on the farmer the necessity of making better cheese, and one of the bulletins of the last-named department, published about two years ago, contains the following:

> In many parts of the country there have been increasing complaints during the past year as to the inferior quality of the general supplies of cheese in the market. Merchants and consumers have found it difficult to get a grade of cheese to suit their wants. In very many cases jobbers and retailers have purchased cheese from houses of established reputation, under written guarantees as to make and quality, which has proved so poor as to be unsalable, causing serious losses to the holders and discouragement or disgust on the part of consumers. As a result an impression prevails to some extent that good cheese is no longer made in quantity in the United States.

The American people are not cheese eaters to anything like the extent that many foreigners are, and the reason thereof, to my mind, is the fact of the great difficulty in obtaining a really fine American cheese. The poorer qualities, which are more accessible, do not commend themselves to the public taste, hence an article of diet of such great value from a nutritive standpoint, and so economical as compared with other foods, is neglected.

I fully approve of adding a certain amount of cheese to the army ration as an occasional substitute for some other portion of a ration, but I would make it purely optional with the individual whether he takes cheese or something else. If good cheese be provided the majority of our soldiers will eagerly welcome it, but cheese of the average quality sold in country stores the soldier will be no more inclined to eat in the field than he would at home.

If the bill now before Congress becomes a law it will rest entirely with the Commissary General whether the experiment turns out a success or a failure. If he employs expert cheese buyers, who will purchase only the best qualities of American full-cream cheese, made with the best ingredients, properly cured, and properly prepared for transportation, bearing in mind the climatic conditions to which these cheeses will be subjected, this bill will prove a blessing to both the soldier who eats it and the farmer who makes the cheese.

The bill is being urged as of great benefit to the farmer. This, however, should be only a secondary consideration. In this connection we should look out for the soldier first, and then let the farmer reap whatever incidental benefit may accrue to him.

H. G. P.

New York, June 30, 1898.

U. S. ARMY AND NAVY BANDS.

To the Editor of The New York Times:

Your Washington correspondent in last Sunday's issue makes the following remarkable statement:

> The trouble with it is, however, that Uncle Sam has but two bands. One of these is the Marine Band of Washington; the other is the band at the Military Academy at West Point. Even at Annapolis, which has an excellent band, the band is not of enlisted men, but is an organization kept together by a leader who is paid, as are the men, by a collection from the officers and men of the academy. The bands of the army and the navy are not United States bands. Uncle Sam does not pay anybody except the ship's and soldiers' buglers. Regiments that can pay for bands enjoy their services, and those who are too poor to invest in such luxuries get about without them as best they may.

It is difficult to understand how a usually careful writer can fall into such an error as this. The bands of the United States Army are a part of the regimental organizations in all arms of the service, and as there are forty-two cavalry, artillery, and infantry regiments, there are that many bands, each one having from sixteen to twenty-four (and sometimes more) musicians enlisted in them. These men receive the pay of enlisted men, but enter the service as "musicians," the bands being separately organized, with their own non-commissioned officers and having their own barracks. The chief musician gets excellent pay, is generally treated as an officer, and is provided with similar quarters to those of a First Sergeant. Many of the regimental bands of the army, particularly those stationed at large posts and adjacent to cities, have become famous, and they earn in addition to their pay a considerable amount annually outside their military duties. These bands have nothing to do with the regular "field musicians" belonging to each company, who are the drummers and buglers of the command, but these men are always massed as a drum corps with the band upon parade. At a battalion or large regimental post of the army, the work performed daily by the bands during about ten months of the year is exceedingly arduous. They must play at the hoisting and lowering of the colors upon the staff in the morning and evening, and they must play also during guard mount. During the dress parade each day the band plays, marches, countermarches, joins in the "escort to the color," &c., for nearly an hour, and generally gives a concert in the band stand besides.

It will be seen therefore that the Government provides the army, and incidentally thousands of citizen visitors to the garrisons throughout the year, with splendid music and at considerable expense. In the navy a band is attached to each flagship, in a fashion similar somewhat to the regimental bands of the army. The army bands obtain music and all other equipment from the Quartermaster of the regiment, and the officers and men have no need to assist financially or otherwise in their maintenance.

An interesting fact about these bands is that they are stationed always at regimental headquarters, and so when a regiment happens to be scattered at different posts the band may be located where only one or two companies are stationed, while the larger part of the command goes without music, but this is a rare occurence. Just now, near Santiago every regiment of regulars has its fine band along, upon transports or ashore in camp, and they will follow their brave regiments wherever they go during the war, becoming little beavers under fire in action, with as much enthusiasm as when they played "There'll Be a Hot Time in the Old Town To-night" during the debarkation from the fleet at Daiquiri the other day.

ARMY.

Cincinnati, June 28, 1898.

BATHS FOR THE SOLDIERS.

To the Editor of The New York Times:

It was stated the other day that a Washington contractor had proposed building a swimming tank for the soldiers' use at Camp Alger. The plan was discouraged, as there was a possibility of moving the camp. In any case it is difficult to conceive of a swimming tank for such a vast number of men that could have sufficient flow of water to make it a blessing rather than a menace. Baths, however, are perfectly practicable, and should be provided at Falls Church, and, indeed, at every camp without delay. Board sheds of the roughest kind should be put up, and a deep well should be sunk, provided with a force pump. Shower, or better still, simple needle baths would be much safer than any kind of tub or tank. Each man, upon entering the bath, should be supplied with soap in flakes or in liquid form. After a good lathering the flow of a few moments would serve to cleanse and refresh the bather. Imagine not only the intense discomfort but the debilitating and the really demoralizing effect upon the men of being unwashed in weather like this, when they exercise all day in the dust, and sleep in close quarters on straw!

Early in the Camp Alger experience, a young fellow of the infantry, who has it in him to be every inch a soldier, wrote a friend a picturesque and graphic account of a sham fight, through the woods, lasting many hours. He ended the account: "It was hard on getting back to camp not to have a drop of water to drink or to wash in." This was his only complaint. This same young man is among the present fever victims at Camp Alger. To send soldiers, as ours were sent, to Camp Black and Camp Alger, before good water is secured, seems to the civilian a more suicidal policy than to send gunners to the front without powder.

TANTALUS.

Yonkers, N. Y., July 1, 1898.

Stock Brokers and the War Tax.

To the Editor of The New York Times:

In your issue of this date I notice a communication signed E. A. Caswell alluding to certain alleged evasions of the war tax law. As regards the telegraph and express companies, I am not in a position to speak, but, as a stock broker, I am of opinion that Mr. Caswell has not read the law carefully. There is no tax on the Stock Exchange. There is a tax of $50 per year on each broker. As far as I know, every broker has sent in or intends to send in his application for a license, and the charge therefor will not be shifted on their customers. Indeed, some of the members of the Exchange who never do a commission business and are not, in the strict sense of the term, brokers, are paying the fifty-dollar tax, notwithstanding that they will have to pay an additional tax of $2 per 100 shares on all the stock they sell.

GEORGE ALEXANDER BROWN.

New York, July 2, 1898.

OUR MERCHANT MARINE.

The Culpable Negligence That Has Prevented Its Building Up.

From The San Francisco Call, (Rep.)

As a rule, Republicans can regard with comparative indifference the criticisms made upon the policies and performances of their party by Democratic opponents. These policies have proved so advantageous to the Nation, and the performances have so far fulfilled all platform promises, that in the main the Republican position is unassailable. In the lack of legislation for the purpose of promoting an American merchant marine, however, one point of weakness is found, and that point has been so exposed of late through the difficulty experienced by the Government in obtaining transport ships that an attack upon it is extremely harassing.

The abler and more aggressive organs of the Democrats have been quick to spy out this weakness in the Republican position and turn their batteries upon it. All along the line the great free trade journals of the East are harping upon the lack of transports, charging the Republican Party with responsibility for our deficient merchant marine and vigorously denouncing the majority in Congress for not providing a remedy for the evil.

The attacks, of course, are unfair. Like all Democratic criticisms upon Republican administrations, they are largely made up of misrepresentations, and not infrequently they so distort the facts as to virtually amount to falsehoods. Nevertheless there is a sufficient element of truth in them to make them effective weapons in political discussion.

THE NEW YORK TIMES is right in saying: "The most urgent need of the Government now is transport ships. Our military operations are delayed, our brave men are endangered and perishing daily because reinforcements of troops and material are held back for want of transports." Equally right is The Philadelphia Record in the statement: "It is a very slipshod and short-sighted beginning in a policy of colonization and imperialism to be seizing islands—near and remote, in the Atlantic and Pacific—and to be hammering down forts, while at the same time we are unable to find the means of transporting our soldiers to occupy the territory we have seized or to fight for its retention."

It is no effective answer to these charges to say that the Democrats when in power did no more for American shipping than the Republicans have done. It would be a sad state of affairs, indeed, if Republican performances were to be measured by Democratic standards. The party of protection to all American industries can never justify itself for neglecting one of them by asserting that the opposition party has done no better.

The Republican platform of 1896 declared: "We favor restoring the early American policy of discriminating duties for the upbuilding of our merchant marine and the protection of our shipping in the foreign carrying trade, so that American ships—the product of American labor employed in American shipyards, sailing under the Stars and Stripes and manned, officered, and owned by Americans—may regain the carrying of our foreign commerce."

On that platform and upon that pledge the people elected a Republican President and a Republican Congress. Up to this time, however, not a single step has been taken to foster and promote our merchant marine. Now the Nation needs transports, and behold it has none. We have been compelled to grant American registry to foreign vessels in order to embark our troops to Manila and to Cuba. It is not to be wondered that astute Democrats have chosen this point for attack upon the Republican record, and it is safe to say they will continue it until they are silenced by legislation in fulfillment of the pledge.

In Everybody's Mouth.

A few years ago, when the Rev. Mr. Tooth, the Anglican ritualist, was being so widely discussed in the press, a clergyman who was denouncing him said: "I will not name him, but his name is in everybody's mouth." Then, seeing the smiles on the faces of his congregation, he turned scarlet.—Philadelphia Catholic Standard.

HOTTEST DAY OF THE YEAR

A Temperature of 99 Degrees Was Recorded at the Weather Bureau Yesterday.

RECORD FOR JULY 3 BROKEN

The Mercury Rose Still Higher in New Jersey and Up the Hudson—Several Deaths and Many Prostrations Reported.

The sun climbed into a field of spotless blue yesterday morning. Not a fleck of cloud was there to intervene a friendly shadow, and the rays beat down mercilessly. A high humidity combined with a temperature of 70 or more made even the very early riser feel that the day had little comfort in store. There was that in the atmosphere which boded ill for the crowded denizens of the tenement districts, and that meant severe suffering for the sick.

The breezes that came through the shutters into the sleeping rooms were but hot breaths, and the reflection of the heat from pavements and other places exposed to the sun threw back the heat into the shady spots. The easterly winds that had brought some relief on Saturday had given place to winds from the southwest, heat laden, which, after circulation between the superheated pile of masonry in the city, became hot blasts that one could feel burning the skin.

From 71 degrees, between 1 and 3 A. M., the mercury dropped to 70, where it remained till 6 o'clock. Then it began its ascent to a point that made yesterday the hottest July 3 in the annals of the Weather Bureau, covering a period of twenty-eight years, and the hottest day thus far in 1898. It reached its maximum, 99 degrees, at 4 P. M., and that came within 1 degree of being as hot as any day on record in this city.

On Sept. 7, 1881, the temperature made the record of 100. That was official temperature. Likewise 99 degrees was the official temperature yesterday, taken in the lofty tower of the Weather Bureau. In street thermometers in the shade 100 degrees was reached, while a thermometer which had been exposed to the sun in the earlier part of the day, or before the maximum temperature was reached, recorded 101 degrees. The official figures from 7 A. M. were as follows:

7 A. M.	71 degrees	4 P. M.	99 degrees
8 A. M.	73 degrees	5 P. M.	96 degrees
9 A. M.	78 degrees	6 P. M.	94 degrees
10 A. M.	84 degrees	7 P. M.	92 degrees
11 A. M.	89 degrees	8 P. M.	91 degrees
12 M.	93 degrees	9 P. M.	89 degrees
1 P. M.	95 degrees	10 P. M.	85 degrees
2 P. M.	98 degrees	11 P. M.	83 degrees
3 P. M.	98 degrees		

Vain Searches for Relief.

New Yorkers early if languidly bestirred themselves, at least such as could, to seek places of greater comfort than the city afforded. It would have been a difficult search that found much relief, for the heat was general throughout this section. The crowds who flocked to excursion steamers, to ferries, to the bridge, and to suburban resorts found a temperature quite as bad as that which prevailed in the city.

They did, however, escape from a veritable oven. Brick, mortar, stone, and iron of buildings and pavement early became baked through and emited a shriveling heat. Asphalt pavements became like soft rubber or took the impress of the foot. Riding in the electric or cable cars, which created an additional breeze, lost half its advantage because of the reflected heat from the pavements.

That it was Sunday was a most fortunate circumstance for both man and beast, and that cable and electric power have supplanted horse power was fortunate for horse flesh. Wheelmen early in the day discovered that the reflection of the sun was blinding as well as scorching, and the number of wheels out was unusually small.

Thousands of persons went to the parks. "Keep off the grass" signs were disregarded, and many a man, woman, and child lolled undisturbed by policemen on the grass beneath the trees. In unshaded spots the grass of the park lawns was fairly singed and took on a dried hay color.

The rush out of town was unprecedented. All the ferries and wharves where boats to seaside or river resorts docked were thronged with men, women, and children. Many also went to picnic grounds beyond the Harlem River, and the trolley cars in the Borough of the Bronx did a thriving business. The rush to Coney Island over the Brooklyn Bridge was said to be the greatest ever known. It began as early as 9 o'clock in the morning and continued until sunset.

Coney Island's Crowd.

There were estimated to be 200,000 persons at Coney Island during the day.

The Iron Steamboat Company ran seven boats, six to Coney Island and one to Long Branch. The last batch of excursionists reached Pier 10 East River at 8:30 o'clock last night. This line carried about 13,000 persons.

The Gen. Slocum carried two loads of passengers to Far Rockaway and back while the Grand Republic made one trip to the same resort. Hundreds of persons were turned away. The boats of the New York and Long Branch Steamboat Company, which leave the Battery, were also crowded.

Staten Island was another objective point and the boats to the island went back and forth heeled way over to the side on which their throngs of passengers sought the shade.

In the tenement districts of the lower east side it appeared as though the buildings were deserted for the street. Whole families moved out into the street, and with chairs and baby carriages, squatted on the shady side of the way, so that pedestrians had to take to the centre of the street or the sunny side.

It is supposed that the hot weather was responsible for setting off the automatic fire alarms in several business buildings. The firemen who were called out said, however, that it is not an unusual occurrence, as the buildings, when tightly closed for many hours, reach so high a degree of temperature as to start the alarms.

The fatalities and casualties due directly or indirectly to the heat were numerous.

Worry caused by the illness of his wife, together with the heat, led Patrick Boyle last night to take some carbolic acid and then jump from his window on the second floor of the tenement house at 1,793 First Avenue. He died later at the Presbyterian Hospital. He had the reputation among his neighbors of being a sober, hard-working man.

The only cause that neighbors could assign for the suicide of George Deaufel, German, fifty-three years old, who has occupied a room in Bush's Hotel, 2,354 First Avenue, for two years, was the heat of the last three days, which was believed to have crazed him. He was found hanging from a rope yesterday in his room.

Numerous Prostrations.

The following persons were reported by the police yesterday as having been prostrated by the heat:

Mary Flaherty, twenty years old, of 312 East Ninety-ninth Street; at Second Avenue and Ninety-first Street; taken to the Presbyterian Hospital.

Helen Leslie, thirty years old, of 130 East Seventeenth Street; at Seventeenth Street and Broadway; taken to the New York Hospital.

Peter Moran, forty-eight years old, of 341 East Twenty-fourth Street; at 987 First Avenue; taken to Flower Hospital.

Minnie Hertz, twenty-six years old, of 316 Sixth Street; at Grand Street Ferry; taken home.

Nicola Saconel, forty years old, of 555 West Broadway, was picked up unconscious in front of 287 Mercer Street early yesterday. He died subsequently at Bellevue Hospital from heat prostration.

Antonio Artis, sixty-five years old, of 345 Ninth Avenue; overcome at home; taken to Bellevue Hospital.

Maggie West, twenty-two years old, of 86 Cannon Street; overcome at home; taken to Gouverneur Hospital.

From Long Island was reported the death of Ida Hefter, twenty-two years old, of 566 Vernon Avenue. She had been ill, and the heat prostrated her.

Two prostrations by heat were reported in Jersey City. Neither will prove fatal. One of the victims was also seriously injured by a fall. He was William Boomer, fifty-five years old, of 305 Warren Street. He was at work in the Pennsylvania Railroad freight yards, and was prostrated while walking along the top of a car. He fell to the tracks. His leg was broken. He was removed to the City Hospital.

The other victim was Lee Wee of Union Street, Brooklyn. He was prostrated while riding in a trolley car. He was removed to the City Hospital.

John Curley, employed by Patrick Maher at Union, N. J., was prostrated by the heat and died.

Reports from the suburbs indicated that in many parts the temperature exceeded that of New York. Sing Sing reported 103 degrees. At Hunter's Point, 106 was reached, while it was about two degrees lower in Astoria, Newtown, and Maspeth. Long Branch thermometers registered from 103 to 105 maximum. The heat was about the same at Asbury Park and other seaside places on the Jersey coast.

New Brunswick, N. J., reported 104 degrees. It was 103 at Trenton. At Hillsdale it was 103. From that place came the report that many wheeling parties which started out in the early morning put up for the day at hotels there and in other near-by villages. After 9 o'clock in the morning there was not a horse to be seen on the roads, drivers being afraid to venture out.

THE CHINESE EMPEROR.

Unconventional Account of Ceremonies in the Presence of the Son of Heaven—A Decadent Ruler.

A Berlin journal published the following account from the pen of a well-known German traveler of an audience granted by the Emperor of China to the foreign Ambassadors at Pekin. The writer was the only non-diplomatic person present.

Headed by the highest dignitaries of the Celestial Empire, our procession moved on between rows of Privy Councilors of the first class, bodyguards armed with bows and arrows, civic authorities holding valuable old swords under their arms, and unarmed soldiers of the palace. We passed by the black tents with the little, peeping windows, in which the Ambassadors foregathered in former years before they were received by the Emperor. Silently and pompously we passed over the dark carpet woven out of black camel's hair, and ascended some steps leading to the widely opened folding doors of a building from the front wall of which the outside had peeled off, leaving the casing and timbers exposed to view, moldy and worm-eaten. Thus we reached the audience chamber, and were within three paces of the "Son of Heaven," Kouang Saü, the "Ruler of the Middle Kingdom." He was seated upon a raised platform approached by five steps and three gangways, while from the right and left two narrow paths also gave access to the dais. The latter and the balustrade were covered with red cloth and trimmed with yellow. On either side of the Emperor stood one of the Manchurian Princes, upright, motionless, and with a stony stare, as though he were keeping watch over a bier.

In this hall, the "Hall of the Flowers of Literature," the "Son of Heaven" sat before a table on the platform, so that only the upper portion of his body was visible. Upon the table lay a staff, probably of jasper, the "Sceptre of Good Fortune." A small, square box, seemingly of very antique cloissoné work, was said to contain the imperial seal. There were also upon the table the plate for preparing Chinese ink, a tray for unused writing brushes, a rack for holding these brushes when in use, a box of Indian ink, and a vase of water for making the writing fluid. All these articles were made out of precious stones of the second rank, such as jasper, topaz, turquois, and the like. It seemed as if the Emperor preferred to have these useful articles before him as the insignia of power, instead of the usual sword, sceptre, and orb.

How His Majesty Looks.

His Majesty looks older than he really is. With sunken head and yellow face, he looked shyly at the assembled diplomats, and his heavy eyes were lit up for the occasion by opium or morphia. A sorrowful, weary, and rather childish smile played about his mouth. When his lips are parted, his long, irregular yellow teeth appear, and there are great hollows in each cheek. His face is not entirely wanting in sympathy, but rather betokens indifference, and from its features nothing of interest can be read; in fact, the Emperor impressed me as being self-restrained, cold, apathetic, wanting in capacity, worn out, and as though half dead. I felt that whatever passed before his eyes had not the slightest interest for him, and that it mattered not in the least to him whether he understood the meaning of the ceremony. I may, indeed, be wrong in my judgment; and it may be that the Emperor of China is a highly intelligent monarch, educated, well read, a keen student, and anxious for the welfare of his people. I may be entirely wrong, but I cannot believe that I am. A man who wears a look as if his life were a burden to him must surely be on the downward grade. I must be bold enough to reproduce the "Son of Heaven" as I saw him and as he struck me, and not as others would wish me to picture him.

For a quarter of an hour I stood only three paces from the Emperor of the Celestial Empire, and I watched him narrowly the whole time; there stole over me a feeling of regretful sympathy with this potentate, who governs more than 400,000,000 of people from the ruined chambers of his vast prison house.

After a deathly silence of some minutes, the Doyen of the Diplomatic Corps, Col. Denby, Minister of the United States, read an address in English. Prince Kung had previously been made acquainted with the text of this address; he mounted with difficulty the smaller staircase on the right, bowed very low, knelt before the Emperor on the left, touched the floor with his forehead, and translated the address into the Manchurian tongue. The "Son of Heaven" lisped in Manchurian a few words that could scarcely be heard; Prince Kung then interpreted these imperial remarks to the audience in Chinese, and finally the Dragoman of the Russian Embassy gave them out in very faulty French. Prince Kung then shuffled backward down the steps of the throne. We drew back three paces, and keeping our faces toward the Emperor, passed backward in his presence through the front door, and thus quitted the "Hall of the Flowers of Literature." It may here be remarked that hitherto Ambassadors had been obliged to leave this hall by a side door.

The Emperor remained seated upon his throne. To have turned one's back upon him would have meant punishment by death.

LEGHORN AMBULANCE CORPS.

Apparently Something Like New York's Volunteer Firemen.

There is a remarkable society in Leghorn comprising no fewer than 9,000 members, which succors the sick and buries the dead gratuitously. The members wear a very curious costume. A Pearson's contributor was lucky enough during his visit to witness the departure and return of a party of brethren. "Soon after my arrival," he says, "the bell rang for a convoy to take a woman to the hospital. The last echoes of the bell had scarcely died away when a number of men hurried in, well-to-do citizens for the most part. They rushed to their cupboards as if their lives depended on it, and in an incredibly short time were ranged round an empty litter in the courtyard in their mysterious garb. It was amazing to see how completely their costume transformed them. One moment I was surrounded by a bevy of ordinary citizens; the next I was plunged into an atmosphere of mediaevalism. The speed and order of the brethren reminded me of a fire brigade. Only long practice could have enabled them to assemble in so rapid and exemplary a manner.

"The Senior Brother took command at once, deciding who should bear the litter, who should precede, and who should follow it. Absolute obedience to him is exacted, and any one questioning his orders is instantly sent home. He exclaims in a loud voice: 'Procedamus in pace,' and the others reply: 'In nomine Domini. Amen.' Then the great iron gates are thrown open, and the party sets out at the double.

"There are elaborate rules for the behavior of the brethren on service, and any infraction is visited with dismissal. They must not raise their eyes to the windows of the streets or notice any one they meet. If, however, they encounter the Bishop or a priest bearing the Host they must put down their burden and kneel down to ask a blessing, and if they meet the King or his troops they are to raise their hats. When they pass a church they must also raise their hats. On returning to the building they gather round the brother in command while he offers up a prayer, and are then dismissed to sign their names and remove their clothes."

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SAMPSON.

Admiral Sampson, according to the news received at the War Department last night, contributes his share to the celebration of the National holiday by the capture or destruction of the Spanish fleet in the Harbor of Santiago de Cuba.

This is far more than an offset to the check reported to have been suffered by Gen. Shafter. At this writing there is no reason to doubt the accuracy of the report, but all the facts attainable will be found in our latest dispatches.

If the report be confirmed, New York can claim her share in the glory of an achievement of such moment, since the Admiral is a native of the town of Palmyra, in this State. It is not unfitting, on this anniversary, to recall that this gallant officer is the son of a laborer, rising, as have so many Americans of whom their country is proud, from a humble station by the force of his own character and the grace of our free institutions.

THE FIRST CHECK.

If it shall turn out, as now appears, that the first aggressive movement in the military occupation of Cuba has fallen short of the success which was confidently expected, there will be much discussion by the American people as to where lies the responsibility. We have too much trust in their sense and fairness to doubt that they will promptly recognize that it lies substantially with themselves.

What seems to have happened at Santiago is temporary failure to do a work for which adequate preparation had not been made. Happily, in the conduct of our soldiers—their courage, fortitude, discipline, and capacity—there is nothing lacking. We have just reason for pride in every step of their gallant advance over incalculable obstacles. Under conditions that might have tried the most hardened, our men, volunteers and regulars alike, have shown the pluck and energy which we like to think are characteristic of the race. Nor does there appear any reasonable charge against the commanding officer beyond a pardonable overconfidence, or, rather, a feeling that whatever could be done at all could only be done by the utmost energy and dispatch. War is not an exact science. Success depends on the relative strength, vigor, and skill of the opposing movements, and what an enemy can and will do can often be found out only by the actual trial. If the Spanish defense had been at the last as weak as it was at the first, or if the positions occupied had proved as advantageous as it was expected they would be, the rapid advance of Gen. Shafter would have been crowned with victory and his name would have ranked with Dewey's. All that can be said of him, or of the authorities by which he was directed, is that he was not prepared for the task he undertook.

Why? Partly because the Administration responded somewhat too readily to the eagerness of the people for some pronounced military movement—an eagerness that the Administration may have shared, but which should have been tempered by a more complete understanding of means and ends. Largely, again, because the War Department was in the hands of a politician of mediocre ability and no really valuable experience, in accordance with the vicious principle of rewarding purely partisan service with posts of honor and responsibility. The American people have suffered much loss and some mortification from their toleration of this stupid policy. They may have to suffer more before they will put an end to it, but if they have the intelligence to trace very obvious cause and effect they will ultimately learn this lesson.

Back of these proximate causes of the present disagreeable incident lies one of more importance. This is the failure of the American people generally and habitually to understand that they cannot do the work of a great nation without the expending of money, energy, thought, and time on the means of doing it. For more than thirty years—ever since the disbandment of the volunteer army after the war for the Union—we have maintained a regular army on the scale of the Grand Duchy of Gerolstein, and until very recently a navy of equally comic proportion to the task it might at any moment be called upon to take up. Had we consistently and resolutely held to a policy of isolation which would have avoided all complications, this conduct would still have been unsatisfactory. But we have limited ourselves to no such policy. To say nothing of the various occasions on which we have been on the verge of a serious European quarrel, look at the history of the Cuban question. It is a quarter of a century since our Government openly declared that the continuance of misrule in Cuba would compel intervention on our part. It is four years since it was plain that the intervention must come and must be by force. And in all that time not one dollar has been spent to prepare for military operations or to utilize the enormous raw material at our disposal.

It is easier to explain this temper in our people than to excuse it. We have been busy about many things—making money and losing it; developing a trade such as the world never before dreamed of, and fooling with the currency and credit system on which it depended; doubling our available resources and squabbling over protective tariffs which have about as much valid relation to those resources as the town pump to the great lakes. We have been doing much and thinking little, until at last we find ourselves, a great and strong Nation, at war with a small and decadent nation and unable to put a single army corps of respectable size and efficiently equipped on the near shores of Cuba. Now we are likely to have a slight but bitter dose of experience, and if we take it as we should it will do us good.

SECRETARY DAY FOR FREER TRADE.

The Secretary of State asks Congress for $20,000 to pay the expenses of "a commission of three persons to study the commercial and industrial conditions in the Chinese Empire" and to report on "the opportunities for and the obstructions to the enlargement of markets in China for the raw products and manufactures of the United States."

It is a small sum, and would be well spent if the right kind of men can be had. Mr. Day's arguments for this commission are not novel. They are those which The Times in common with many other journals and some of our most far-sighted public men has been urging for many years. "Recently," he says, "the fact has become more and more apparent that the output of the United States manufacturers, developed by the remarkable inventive genius and industrial skill of our people, with a rapidity which has excited attention throughout the great centres of manufacturing activity in Europe, has reached the point of large excess over the demands of home consumption." We have outgrown the home demand under the stimulus of free competition in our own markets—the largest, most varied, and most capable of consumption that the world knows. Already, as Mr. Day says, our products are finding, in certain lines, ready sale in competition with the home products of European countries. Among these the Secretary mentions machinery, hardware, bicycles, manufactures of iron, steel, and leather, and furniture—all of them, it will be noted, now "protected" heavily from foreign competition, and many of them actually hampered by taxation of the materials of which they are made.

By all means let us have the commission to inquire into the possibilities of Chinese trade. Our steadily increasing production needs all the markets that can be reached, and investigations of this sort are a proper thing for the Government to undertake. But while we do this, in the name of common sense let us do away with the ludicrous and injurious "protective" duties. They are ludicrous because they pretend to save our home markets to manufacturers who can undersell their rivals not only at home but abroad. They are injurious because they add in many cases to the cost of raw material and deprive our manufacturers of the free choice of such material, and especially because they block that freedom of exchange which is essential to profitable trade. They are the relics of an outworn theory, sustained by superstition rather than by reason. The sooner we get rid of them the better we shall be fitted to take advantage of any markets that Government commissions or private enterprise can discover.

OUR CONSULAR SERVICE.

Senator White of California has of late commended himself to public confidence by the patriotic and sensible attitude he has taken toward many current questions. This attitude he maintains in a timely article that appears in the current Forum on "Our Inadequate Consular Service."

The article is timely because we all recognize that we are on the eve of a great industrial expansion, whether or not it is attended by a great territorial expansion. The manufacturers themselves are beginning to undermine the system that shut them out from the markets of the world. The incident which Senator White cites, and which has been cited before, of the English Parliamentary inquiry why the steel rails for a railroad in India should have been bought in the United States, and the answer to it, tell the story. The answer was that American rails were as good as any others, and cheaper.

What is thus shown in one line of trade is going on in many. If we are to compete for the markets of the world we cannot afford to enter the competition under a handicap, and we are handicapped by our Consular Service. No intelligent traveler will contend that we are as well represented in the remote parts of the world as is Great Britain or Germany. It is true, as Senator White admits, that we are better represented than we "ought" to be, considering our Consular system or lack of system. The fact shows the superior adaptability of the American character, and indicates that if we took as much pains as Germany and England take to have good Consuls we should have even better than theirs. It is not only that our Consuls, being chosen for considerations with which their general fitness for Consulates has nothing to do, are not equipped at the beginning of their service. It is that if they are zealous and intelligent and make up their deficiencies they must look forward to removal as soon as they begin to be as efficient as their rivals. "After all, the leading defect," says Senator White, "the cardinal vice, of the present Consular system consists in the uncertainty of tenure." The Consul of a European nation looks forward in case of faithful and efficient service to permanence, and in case of distinguished service to promotion. The American Consul looks forward to nothing except being thrown again upon his own resources at the end of four years.

The argument is for the most part trite, though it gains some freshness from Senator White's way of putting it. But "the time gives it proof." We can no more enter into the new commercial competition handicapped by our present Consular Service than we can enter into it handicapped by a Dingley tariff.

INDUSTRIAL SPAIN.

A well-informed article in the current number of The North American Review on "The Resources and Industries of Spain," by Mr. E. D. Jones, bears new testimony to the deadliness of Spanish policy. That policy has been virtually the same in the peninsula and in the colonies. It is the policy of killing the goose that lays the golden eggs.

A great part of Spain is a desert, and this not through natural but through artificial causes. The Valley of the Ebro in the northeast, the plain in which Madrid is situated, the hill country of Estremadura, all these tracts are still undeveloped, although they have been cultivated since before the Christian era. But they have been cultivated in the Spanish manner. The result is that, having been stripped of their forests, there is no trustworthy supply of water, but an alternation of drought and of floods that not only run to waste but inflict great damage. Improvidence in respect to forestry is not an exclusively Spanish trait. We are afraid we must own that it is largely American also. But when the natural means of water storage and supply are exhausted, either by nature itself as in parts of our own Western country, or by man, as in Spain, the only recourse is an artificial system of irrigation, such as has been successfully established in parts of the United States that have not been under cultivation for a single generation. In Spain little systematic provision of this kind has been made since the time of the Moors, and no extension has been made for more than a century. "Agriculturally," says Mr. Jones, "Spain was probably in better condition when the Moors possessed it than it is now." The aqueducts of Spain are Roman; the most important of her works of irrigation are to this day Moorish. The greatest single blow that a Spanish monarch has ever struck at Spain was the expulsion of the Moors. For not only in agriculture but in the arts they took with them what there was of enterprise in the peninsula. The natural resources of Spain in minerals are unrivaled in Europe, but they have been developed by French and English capital alone.

The enterprise of Spain has taken the form of foreign conquest and of extracting the largest return in the shortest time from her colonies. From the time of Pizarro and Cortes, when nothing was considered in relation to the distant possessions of Spain but to despoil them of gold and silver, until now, when a Weyler can plunder himself rich from the surplus of miserable Cuba, the Spanish colonial policy has been the same. It has been the policy of killing the goose that lays the golden eggs. Now that the geese have all been killed, and Spain is driven in upon the peninsula for the support of her own people, it is possible that there may be a change. The London Spectator, just before the war broke out, argued that it would be a positive benefit to Spain to be stripped of her colonial possessions. Undoubtedly it would be if the people of Spain were not Spaniards. If this war shall bring home to the leading men of Spain the enormous and irresistible advantages of a high industrial civilization, and they shall determine to "cultivate their garden" and make the most of it, then it will prove to be as great a blessing to Spain as to the rest of mankind. But such a revolution as that would imply would amount to the modernization of Spain, and that is a process which she has successfully resisted for three centuries.

SOME SPANISH NAMES.

The war with Spain has brought into frequent use a number of Spanish names of persons and places, with reference to which some curious mistakes are made in spelling or pronunciation, especially the latter. Most of our newspapers persist in calling the Governor General of the Philippines Gen. Augusti, though his name is Augustin everywhere else. The place near which some of our troops landed on the south coast of Cuba—too insignificant to be in gazetteers and cyclopaedias—is Daiquiri, but the big map issued by the War Department makes it Buiquiri. Some newspapers adopt the error, but more compromise on Baiquiri.

It may be stated as a general rule that the accent is on the penult of Spanish names unless it is written on some other, and that a final "e" is always pronounced as a separate syllable. Cánovas and Cámara have the accent on the first syllable, but it should be expressed there in writing or in print, and always is in Spanish publications. It is common to see an accent on the final "e" of Cavite. It is apparently put there to distinguish it as a separate syllable, but for that it is not necessary, and it is an error. The accent in pronouncing the name is on the second syllable and there should be no written accent at all.

Most people know the general Continental sound of vowels, as in Sahn-tee-ah-go, Cav-ee-tay, Coo-bah, &c., but there are some peculiarities in the Spanish pronunciation of consonants that are not familiar. "Qu" has the same sound as in English before "a," "o," and "u," but before "e" and "i" it has simply the sound of "k," as Kay-sah-da, (Quesada,) Die-kee-ri, (Daiquiri.) So "u" after "g" merely hardens it before "e" and "i," while it is sounded with it, like "w," before other vowels—Ag-wah-dor-es, (Aguadores,) but Agginaldo, (Aguinaldo.)

"J" as an initial letter is a strong aspirate, like our "h," and San Juan is pronounced Sahn Hwahn. In the middle of a word the aspiration is guttural and makes it almost like "k," or more like the German "ch," as in Pasaje, (Pass-ah-kay.) In Spain "z" always, and "c" before "e" or "i," is pronounced like our "th" in "thin," but in Cuba and Mexico it is common to give them the sound of "s."

Cervera is Thair-vair-a in Spain, but in Cuba he is Sair-vair-a, and Cubans do not say Gar-thee-a or Thee-en-foo-ay-gos, but Gar-see-a and See-en-foo-ay-gos. They also call the Zocapa fortress "Socapa," and not Thocapa.

What ever induced English-speaking people to change the Spanish Puerto Rico into the Portuguese Porto Rico is one of the mysteries, but it is done in most geographies and even in cyclopaedias and dictionaries. There is not the least reason for it. The island has belonged to Spain since the time of Columbus, and never had any but a Spanish name; and Porto is not Spanish, though Rico is both Spanish and Portuguese.

TOPICS OF THE TIMES.

—People who have walked through Chancery Lane, London, from Holborn to the Strand, and marveled at the narrowness of a street upon which important buildings front, probably did not pause to reflect that, bad as it is, Chancery Lane is the only street of any size leading across from Holborn to the next main artery of London travel between the Holborn viaduct and Regent Street. When you come to look at it, London is lamentably deficient in north and south avenues, which correspond to our cross streets. If it were possible to blot out every cross street between Madison and Sixth Avenues from Twenty-seventh to Fifty-ninth Streets we should not quite reach the condition of London, because Twenty-seventh Street is wider than Chancery Lane. London has awakened to her own need, and a plan is before the Council to provide her with a new and wide street in the district mentioned. The scheme is to carry a new road, 100 feet wide, from a point in Holborn immediately opposite Southampton Row, directly toward the Strand. The new street would absorb Little Queen Street, and, not touching, but running to the west of, Lincoln's Inn Fields, would cross the lines of Great Queen Street, Sardinia Street, Vere Street, and Stanhope Street. The approach to the Strand would take the form of a crescent, one horn of which would strike that thoroughfare at the corner of Wellington Street, thus giving direct access to Waterloo Bridge, while the eastern horn would enter opposite the Church of St. Clement Danes, and in the immediate neighborhood of the Law Courts. In forming the road it is proposed to acquire the whole of the buildings between the Strand and the new crescent, Wych Street being thus wholly, and Drury Lane partially, abolished. The area thus cleared would form one of the most valuable sites in London, and buildings of importance and architectural value would naturally be placed upon it. Holywell Street and the blocks of houses between it and the Strand would, it is unnecessary to say, disappear. The two Churches of St. Mary and St. Clement Danes, on the other hand, would be untouched; and the Strand would be widened on the north of St. Mary's, so as to place that striking building in a proper setting. The Law Courts would gain in dignity from the new approach and would group into the architectural features. When this plan is carried out a part of London very familiar to Londoners will disappear.

—Some light may be thrown upon the curious news dispatches received in Madrid by a telegraphic letter from the Spanish capital to a London paper. This letter produces two dispatches about the recent Spanish prisoners, Col. Cortijo and Dr. Julian. One of the dispatches was sent from Key West, and stated that the two men had been well treated while prisoners, and gave details to support the statement. The other dispatch, sent by way of Kingston, contained a wholly different story. It stated that the two prisoners had been put in a common cage and generally treated like criminals. The Madrid correspondent argues from this that no reliance can be placed on dispatches coming from the United States because they are "censored" into meaning something entirely different from what was originally written. Then this admirable London paper, under the heading "What Is Truth?" prints two dispatches, one from Boston, the other from Kingston, Jamaica. The inference, of course, is that the one from Boston is untrue, and that from Kingston is correct. It so happens, however, that neither of these dispatches contained any news that was true, though the American message announced that its content was merely a rumor. The Kingston dispatch, announcing the defeat of our fleet off Santiago and the death of Admiral Sampson, also admitted that the story lacked confirmation, but was followed by a telegram announcing that Madrid had the full details of the disaster to our squadron. All of this interesting matter was published by The Daily Mail under the general heading, "How We Get Our News." It should have read, "How We Do Not Get the News." The Daily Mail can get the news just as The Daily Telegraph, The Standard, and The Times do—by paying for it.

—It would be agreeable to think that the war tax which it is announced will make cigarettes slimmer and shorter would in this way cause cigarette smokers to do themselves less injury. But it will probably do nothing of the sort. The confirmed cigarette victim seldom smokes one of his "coffin nails" to the end, and so he will get as much satisfactory injury to himself out of a short, thin one as he would out of a long, thick one. He can inhale enough smoke to cause that peculiar irritation of the bronchial membranes which gives him so much pleasure; and it is the inhalation in cigarette smoking which does the damage.

PERSONAL.

—Because a man has the faculty of seeing the humorous side of a thing, it does not necessarily follow that his views are not worth considering. Max O'Rell, for example, made a speech the other day at a meeting of the International Arbitration and Peace Commission in London, in which he told some pretty serious truth on the great Niger question. He said that it gratified him highly to be called upon to second a motion in the interests of international peace on the very day upon which the Niger difficulty had been settled. He did not exactly know where the Niger was, but he was glad it was settled. He would give the meeting his word that there was not one Frenchman in twenty thousand who knew where the Niger was. Not one in ten thousand knew what it was. He had been told it was about thirty thousand square miles of unhealthy swamp. He did not suppose there was a man outside a lunatic asylum who would fight for it. If he had been master of the position in France, he would have allowed England to have the lot of it. His friend, the late M. Darmesteter, had once written a book for the use of schools on the history of civilization, which showed the blessings of peace. It did not give one account of any war. There was not a murder of any sort in that book. Before being allowed in schools it had to receive the approbation of the Minister of Public Instruction. M. Darmesteter took it to the Minister, and the Minister said he would look over it. When he returned to learn the book's fate, the Minister observed: "Your book is beautiful—it is lovely! It is one likely to impart into the heart of youth the love of peace. Every boy shall have it—as soon as France has recovered Alsace-Lorraine!" Max O'Rell's views on the Niger question, explained so gracefully and illustrated so aptly, were probably received with indulgent smiles. But the fact is that O'Rell was telling some very substantial truth. If nations as nations had the same sense of humor as some of their sons have, there would be an easier path to the solution of many a foolish squabble. It is because the nations take themselves too seriously that some of their worst quarrels occur.

It a recent meeting of Spiritualists in London Mrs. Cora L. V. Richmond, after an address, proposed her readiness to answer questions. Thereupon some wise person asked her how the spirits of the departed were employed. Her answer was that they were neither plowing nor sowing, nor rushing to the Klondike, nor to India, but she was sure that they were fully employed, most probably in correcting their faults and adding knowledge to knowledge. Now, if Mrs. Richmond goes about denying that disembodied spirits are in the habit of visiting India she will get herself into all sorts of trouble with the Theosophists, who have Mahatmas without end out in that country proceeding through space without physical hindrance. But aside from the consideration of that matter, why do not these spirits add something to our knowledge as well as to their own? All that they ever do for us when mediums bring them back to us is to move tables about, play banjos, or write absurd nonsense on slates.

—J. N. Maskelyne, the English prestidigitateur, whose entertainments at Egyptian Hall are familiar to visitors of London, appeared in court a few days ago as the inventor of a trick that can hardly be called new, but which if performed by an American would immediately be dubbed "Yankee." Among Maskelyne's illusions is the familiar Indian box trick, which used to be performed by Herrmann with much claptrap. A man is locked up in a box which is then securely corded. The box is hidden behind a curtain for a minute and when opened is found to be empty, while the man appears from some unexpected place. Maskelyne offered £500 to any person who would reproduce his trick. Thereupon two ingenious clerks employed in a brass foundry in Deptford made a box with which they did the trick to perfection. They claimed the £500, but they did not get it, whereupon they brought an action against the conjuror. Maskelyne's contention was extremely simple. The plaintiffs had done the trick, but they had not done it his way. Their box did not work by the same process as his, and therefore they had not discovered his trick and were not entitled to a single farthing. The jury, with great discretion, disagreed. Maskelyne is wasting his genius on the stage. He ought to be a war correspondent for a Madrid newspaper.

THE PHILIPPINE PROBLEM.

Shall We Hold the Islands for Our Own Use and Profit?

From The Mobile (Ala.) Register.

The New York Times limits the possible methods of handling the Philippine problem to four: Give the islands back to Spain, give the islands to England, Germany, Russia, France, or Japan, turn them over to the tender mercy of Aguinaldo and the Manila insurgents, and, fourth, keep them. The Times seems to say that the last is the only reasonable solution of the problem, and argues: "What would the world say of us if we broke the rule of Spain and set up nothing in its place, leaving several millions of people to live in anarchy and relapse into the savage state? What would the people of our own country say of an Administration so wantonly heedless of responsibility?"

For our part, we cannot see what responsibility we have in the matter. We invade the Philippines in order to wage war upon Spain and force her to give up Cuba. Having accomplished our object, we may, if we wish, say that Spain shall not have the Philippines any more, and that the inhabitants of the islands shall enjoy whatever form of government they desire, but "anarchy and relapse" is no affair of ours. If we go into the Quixotic business of civilizing a people because we have had a war with their former masters, we certainly are undertaking a big contract. If we can get some of the other leading nations to enter the civilizing business with us, as was done in the case of Samoa, well and good, but to do it alone, with a people so far distant from our shores as are those of the Philippine Islands, seems to us foolishness. It would be better far to take possession of the islands and keep them for our own use and profit.

Sound and Judicious.

From The Buffalo Commercial.

The New York Times is extremely sound and judicious in its reports and estimates of the financial situation.

THE POSITION OF GERMANY.

The confederation of States composing what is known as the German Empire is twenty-seven years old. Nowhere in the world, except in the United States, has there been industrial and commercial progress so rapid as in Germany since on April 16, 1871, its component States formed "an eternal union for the protection of the realm and the care of the welfare of the German people." The total foreign trade of the empire, which was $1,395,665,000 in 1872, reached $1,952,808,000 in 1896—an increase of 40 per cent. The exports of articles of domestic production, which in 1872 were valued at $580,165,000, had increased by 1896 to $864,327,000—an increase of about 49 per cent., in presence of such a fall in the price of all the products of manufacture as to require an addition of fully one-half to the quantities of 1896 in order to present a fair comparison with those of 1872. About three-fourths of all the export trade of Germany is in articles other than the crude products of field or mine. They are sufficiently varied to indicate the existence of a highly developed industrial system, and among the countries which furnish the chief markets for them are to be found Germany's most formidable commercial rivals. The British Empire and the United States take between them more than one-third of all the German exports of manufactures, and even with its friend and ally, Italy, the trade of Germany is less than one-half of that with France, its secular foe.

German industry and commerce have between them made notable progress in these twenty-seven years toward the conquest of the world. Meanwhile the 40,000,000 of Germans who emerged from the war with France had become 52,000,000 in 1895, and are probably 54,000,000 to-day. Some 17,-000,000 of them are directly dependent on industrial pursuits, and between 4,500,000 and 5,000,000 on trade and commerce. Not even in Great Britain are the conditions of national prosperity more closely bound up with the free expansion of trade; equality of opportunity is all that Germany needs to hold its own beside its rivals. Nothing would seem to be more obvious than that the interest of Germany is to stand for the "open door" in China, in Africa, and anywhere else that commercial ambition is apt to assume the form of carving out spheres of exclusive influence. Herr von Brandt, the former German Ambassador to China, admitted as much in a somewhat remarkable article which he contributed to the May number of The Forum. He says that Germany never intended to procure or hasten a partition of China, partly because she could have no interest in doing so and, incidentally, because she is not at present in a position to share in the benefits accruing from such an event. "The concessions she has demanded from China had become necessary owing to the turn which events had taken in the Far East; they were forced upon her by the action of other powers in that part of the world. Her new acquisition is intended for defense, not for attack, and all that she desires is a place in the sunshine by the side of others who are basking in it. * * * It will not be Germany's fault if the work of peace upon which she is bent is disturbed by events which arise without her agency and which lie beyond her control. Far from wishing to restrict the area within which foreign trade and industry can and ought to flourish in China, she will ever advocate the maintenance and extension of commercial relations with the Celestial Empire—not to the exclusion of others, but to the general benefit of humanity. And there is no reason why she should not co-operate to that end with any power animated by the same wishes and aspirations."

This is a view of German policy which commends itself to ordinary intelligence, and is entirely in the line of what may be assumed to be the sober judgment of the German people. But it is a view quite out of accord with the rôle that Germany seems desirous to play in the Philippines. That somehow recalls the order of events by which Japan was deprived of the fruits of conquest on the Chinese mainland. Herr von Brandt makes a defense of the part which Germany played in that game which is rather more ingenious than convincing. He says that when the conditions of peace which Japan intended to impose on China were divulged, it became evident that Japan, in possession of the Liao-Tung peninsula and the southern districts of Mongolia, would become a permanent menace to China, and in this way endanger the peace of the Far East, indeed of the world. As the positions at Talienwan and Port Arthur would enable Japan within twenty-four hours to throw an army upon the coasts of Shantung and Chili, and to blockade the Gulf of Pechili at a moment's notice, "China would either have become subject entirely to the uncertain policies of Japan, or she would have been compelled to abandon her present capital and select some other place less exposed to the danger of a Japanese invasion." Now that Russia occupies the place from which Japan was ousted, the subjection of China must be held to be the more complete in proportion to the overmastering strength of Russia as compared with that of the island empire. In this connection, therefore, it is well to note this further declaration of Herr von Brandt: "Four of the six powers above mentioned—namely, Germany, Great Britain, Italy—and the United States, are naturally interested in maintaining the integrity and strength of the Chinese Government, in order that it may lend its assistance to the development of the natural resources of the country. France and Russia, on the other hand, by their desire for territorial aggrandizement and political power, naturally prefer to exercise a preponderant political influence, in order that they may more easily intimidate the Government into submission to their plans."

Ill-natured critics will insist that Germany was allowed to snatch Kiao-Chau and a sphere of preponderating influence in the "hinterland" of Shantung in return for her seasonable co-operation with Russia in 1894. However this may be, what does Germany expect to gain by her very slightly concealed attitude of belligerency toward the United States in the Harbor of Manila? What she may lose is only too obvious. If the commercial interests of Germany are identical with the policy pursued by England and the United States in the Far East there is this additional reason to expect unity of purpose between her and them that all which tends to place her beside the nations who are in the van of human progress must bind up her future with theirs. Ties of race and origin apart, the enfranchisement of human thought and endeavor is a trust which these three peoples seem specially designated to hold for mankind. It is hard to believe that the mediaevalism which colors most of the public speech of a man otherwise so modern as the German Emperor is more than a theatrical pose; it is harder still to imagine that he should ever be allowed to drag his country into a line of policy which would bring it into conflict with its only natural allies in the great clash of national interests and ambitions for which the world is so visibly preparing. In the Emperor's speech from the throne of May 6 a position of strict neutrality between Spain and the United States was defined, merely with this reservation that German navigation and German commerce should be guarded against the possibility either of interruption or of injury. When the German Government and press were accused of harboring unfriendly sentiments toward this country the North German Allgemeine Zeitung said that the imperial policy had the right to demand at least this much of confidence, that the friendship of more than a hundred years' standing with the country in which millions of the German people had found a second home would not, without some compelling reasons, be allowed to be disturbed. That was believed to be an echo of the sentiment of the ruling powers in Germany, and it is difficult to imagine that any ambition which Germany may cherish as to the possession of a naval station or a trading centre in the Philippines would afford reason strong enough to warrant a departure from the policy thus outlined. Whatever jealousy may be felt in England in regard to the rapid growth of German commerce, there is certainly none felt here. Whatever unfriendly suggestions may come from foreign sources as to the feeling of the German people toward the United States they carry but little weight with us. Germany can injuriously affect the solid claims which she has on the esteem of the Government and people of the United States by her own acts alone. It would not only be a misfortune for her and for us if these acts should bear an interpretation unfavorable to her friendship and her good faith; it would be nothing short of a calamity for the world at large. It is one of the aspirations that enthusiastic believers in the future of peace and human progress most fondly cherish that a common understanding between the United States, England, and Germany in regard to certain great lines of policy would be a pledge of the harmonious development of the highest type of civilization. To shatter such a hope for the temporary indulgence of some petty territorial ambition would be nothing less than a crime against humanity.

JOHN FOORD.

FRANCE AND LAFAYETTE.

To the Editor of The New York Times:

Hitherto the celebration of July 4 not only served to commemorate the anniversary of the Declaration of Independence, but in a measure to remind our people of Lafayette and France, who helped its consummation. That was as it should be, the work of the two allies being correlative. This year, however, because of the war, all this is changed. An anomalous condition presents itself. That means our old friend of 120 years, our companion in battle, is set aside, and the cold shoulder given her, while, on the other hand, we favor England, with whom we have made an entente cordiale, thus embracing her as our bosom-friend, as never done before since the beginning of our existence. In other words, a tacit alliance made with the country that fought against our independence has come into existence, while chivalric France, the sole ally of America, who sacrificed some of her most heroic blood and millions of treasure that the Republic might live, is to be forgotten. No wonder Franco-Americans like myself are grieved at such apparent perfidy or ungrateful proceeding!

It is true a certain portion of the French press has been unfriendly to this country of late, for the reason that the French people hold about $600,000,000 Spanish securities, and naturally feel sore at our declaring this war on a flimsy pretext. The Government, nevertheless, remains neutral. Other countries, too, have been abusive in tone toward this country, even England, without excuse, too, and caused no friction between the two countries. Hence the present treatment and coldness to the French, evinced by my compatriots, is without justice and absolutely reprehensible when one considers how France, Lafayette, and Frenchmen helped us in every conceivable way without remuneration. France, in fact, became so poor that that was one of the causes that brought about the French Revolution. All was done, too, without ostentation or calculation, and to this day never one dollar has been returned to the Nation's greatest benefactors. Gallant France, the only people in the world that will help a friend in a lofty cause without value received, gave us Lafayette, who was the greatest patriot Washington found. Contrast our action in this war, when we propose to seize not only enough Spanish colonies to pay a war indemnity, but also enough beyond that point to serve as a bonus. And this despite our claim that the war is waged under the pretense of humanity. What a shame, indeed!

It is to be hoped after the war excitement passes away, and upon due reflection our country will realize their everlasting obligations to France and Lafayette, (which nothing should make us forget,) in a manner commensurate with the dignity and graudeur of a grateful people. It is a duty that has been neglected for years back, to our shame.

JOSEPH MARIE.

New York, July 2, 1898.

INTERCOLLEGIATE ROWING.

To the Editor of The New York Times:

To the query, Why did not Yale consent to enter the intercollegiate regatta at Saratoga? printed in your paper on June 22, C. A. M. answers: "This would have involved either two races within two or three weeks or else the giving up of the race with Harvard." Unfortunately, this is not so. When Cornell requested Harvard to row along with Yale and Columbia, Pennsylvania and Cornell, Harvard accepted, but Yale objected. One race would have sufficed, and some definite comparative result would have been reached.

The writer continues: "No one who recalls the conditions of the races for ten or twelve crews of twenty years ago will * * * seek their revival." To this we reply there are neither ten nor twelve crews, but granted that there were what fundamental objection does he find? What rowing expert has objected to the Henley regatta where such condition exists? Why not establish an American Henley in this democratic country of ours? Who objected to the former races at Springfield and Saratoga when as many as thirteen crews were entered?

It is also unfortunate that C. A. M. fails to see "why there should be such a thing as an intercollegiate rowing championship." Why should there be any intercollegiate championship? One reason is to show any such college as Yale that it may not be the best or even the second best in any given branch of sport.

B. M. L. E.

New York, June 28, 1898.

NUGGETS.

Encouraging.

"When I borrow anything I take as good care of it as if it were my own."

"That's right, of course."

"Say, old man, I broke my wheel last night; will you lend me yours?"—Chicago Record.

Unexpected Resemblance.

"Amie, dear," said her dulcet-toned rival, "these latest photographs of yours make me think of Tom. They're just like him."

"Why, you old darling! Where's the resemblance?"

"They flatter you so."—Detroit Free Press.

Of Real Importance.

She did not hesitate to express alarm concerning the young soldier's future.

"Have no fears," he exclaimed, cheerily. "We have a Colonel who is both gallant and discreet and subordinate officers who are intelligent as well as brave."

"I know all that, Harold, dear. But what kind of a cook have you?"—Washington Star.

A Lively Town.

Miss Gotham (in railway train)—Yes, I reside in New York, and I really don't believe I could exist anywhere else.

Talkative Stranger—Why not, mum?

Miss Gotham—Oh, I couldn't live without excitement.

Stranger—If excitement is all you want, jest you come to Blowuptown, Pennsylvany, where I live. We have nat'ral gas. Beats pavement ixplosions all holler.—New York Weekly.

THE GRAVE AT LA QUASINA.

"The regiment stood in close ranks about the grave as the muffled figures were lowered gently, the Chaplain calling out the names of each. He called the names of mule packer, salesman, cowboy, and, last of all, Hamilton Fish, Jr., the young Sergeant who was carried to the front to die, and whose watch bore the crests of Alexander Hamilton and Nicholas Fish, and the motto 'God will give.'"—Richard Harding Davis in The New York Herald.

Bury them, bury them side by side,
With the tropic grasses bending over,
Where the royal palm, all undenied,
Shall be their constant lover!

There, on the hillside over the bay,
Over the beautiful Cuban valley,
Tenderly, tenderly lay them away—
Where they won their last fierce rally!

Oh, the desperate charge they made—
The flag of the Stars and Stripes before them—
And never a heart of these hearts afraid
To strike for the land that bore them!

Peace!—the Chaplain is calling their names,
Peace to the ashes to dust returning:
But earth cannot cover the light of their fames
Or darken the glow of its burning!

Cowboy, clerk, and packer are here—
Fortune's favorite, dauntless and true,—
One, in their scorn of a coward fear,
One, in their love for the Blue!

Northland, Southland, East, and West—
Northland, Southland—never again!
West and East in a love confessed
Over these voiceless men!

Chaplain, call us again the rolls!
For earth hath never a melody
As sweet as the names of the hero souls
That strive to make men free!

Leave not one from the shining list—
Each is something transfigured now:
Over our eyes sweeps a holy mist,
A shadow is on each brow!

But "God will give" in the days to come;
God will give as ever He gives:
After the roar of musket and drum
He knows, He cares, He lives!

And these our mother is taking to sleep
In her deepest breast, by the Cuban bay,
Shall ever be under the Father's keep—
And shall not pass away!

JOHN JEROME ROONEY.

CIVIL STRIFE IN AUSTRIA

Outlook for the Hapsburg Dynasty More Gloomy than Ever.

EMPEROR AS A PEACEMAKER

German Faction Waxing Bold—The Czechs Advocate Federal Government—Hungary's Hatred of Austria.

VIENNA, June 18.—Matters in Austria-Hungary are going from bad to worse; yesterday's séance in the Reichsrath was by far the worst since the beginning of the crisis. While on the one hand, the German Deputy Wolf was making interminable speeches with the avowed purpose of obstructing all Parliamentary legislation, a member of the German popular party entered the House carrying a large bunch of cornflowers in his hand. These cornflowers he promptly proceeded to distribute among his thirty-odd colleagues. Now, there is no mistaking the significance of this act, for the traditional cornflower is not merely an emblem of the German Empire, as, for instance, the black, red, and gold cockade, but is, as everybody knows, the imperial flower of the Hohenzollerns. To parade the cornflower in Austria is to declare one's self a partisan of the Hohenzollern dynasty as eventual rulers over Austria. In what other country would such a manifestation be tolerated, and particularly in Parliament at the very moment when an anti-patriotic political party advocates the interference of Prussia in Austria? The existing state of affairs in Austria is, indeed, an incredible one.

This anti-patriotic campaign of the "German" party takes place, it must be remembered, at the very moment when the Emperor's jubilee is about to be celebrated. Without descending to conventional speeches of meaningless flattery, any self-respecting American, however convinced a republican he may be, can affirm, with the great majority of Austrians, that the Emperor Francis Joseph justly enjoys the esteem, sympathy, and veneration of all Europe. During the course of his long reign the Emperor has undergone the severest trials which can befall a sovereign, and all Vienna remembers the day when the Emperor, following the coffin of his son, the Archduke Rudolph, overcome with grief, burst into tears in presence of the assembled multitude. The Emperor has never harmed any one during the course of his long life, and if peace has reigned in Europe for the past thirty years, it is to him that it is due; to him who answered emphatically "No" every time that Bismarck and Crispi were anxious to plunge Europe into a bloody war. The Emperor has not a real enemy among his subjects, and as for the Hungarians, they simply idolize him.

The Teutonic Madmen.

The handful of "Teutonic" madmen in Parliament would alone like to see the Emperor dethroned and William II. set up in his place. Apart from them, loyalty to the Emperor is universal in the empire. It is he and he alone who keeps together the tottering Hapsburg edifice. Though divided on every other point, the rival and hostile races of the empire, Germans and Czechs, Poles and Ruthenians, Magyars and Roumanians, Slavonians and Croatians, are as one, so far as fidelity to "Kaiser Franz Josef" is concerned. So long as Francis Joseph lives and reigns, the empire will hold together, but in the event of his death or abdication, then the immediate disruption of the ancient Hapsburg monarchy is to be expected. "Après moi le déluge," was never so true as in the present instance.

In the meantime the Austrian Government is doing its best to reach a friendly understanding with Hungary on the compromise question. Whether it will succeed is another matter. It is now three years since the negotiations for the renewal of this famous compact were begun between Count Badeni and Baron Banffy. Latterly these negotiations have brought to light the fact of how deep is the hatred between the Austrians and the Hungarians. The intense hatred of the Magyars for their old foes has increased in a marked degree since the beginning of the negotiations for the renewal of the Austro-Hungarian compromise. The Magyars give vent to their feelings in many different ways. They attack the army because the Austrians refuse to let them have independent regiments of their own, commanded by Hungarian officers. They hurl all manner of insults at what they call the Court "camarilla," believing it to be a nest of corruption, full of intrigues against the Hungarian people, against the Austrian Cabinet Ministers, because they are not "liberal" in the Hungarian acceptation of the word, and, finally, against all the inhabitants of Austria, and the Viennese in particular, because their manner of thinking on many subjects—religion, for instance—is somewhat different from that of the Hungarians."

The Magyars Waxing Violent.

Until now, however, the Magyars have been satisfied to vent their spleen in the press and at public meetings, but of late they have abandoned this pacific attitude and are now pursuing more violent methods. The other day, while some Austrian actors were playing in one of the principal theatres of Budapest, hundreds of spectators interrupted the performance with savage yells of "To the door with the cursed Austrians! Long live Hungary and the Magyars!"

This violent incident has created a deep sensation; all the more so because the actors belong to the Burg Theater, one of the principal Viennese Court theatres. The police were compelled to interfere to restore order, and some twenty journalists and students were arrested. In the Hungarian Chamber of Deputies, where the incident was brought up for discussion, the Minister of the Interior was very nearly censured "for having allowed the police to intervene in a patriotic demonstration." This is but one among many incidents which give an idea of the state of public opinion in Hungary concerning Austria.

The only Austrian citizens who are looked upon as halfway respectable by the Hungarians are the German Radical Deputies, those excellent Liberals, whose liberalism consists in maintaining that the 9,000,000 of Germans in Austria should, in true Prussian style, lord it over the 17,000,000 of Slavs. This group of German Radicals, which has some thirty members, forms, together with the forty other members of the German Party in the Reichsrath, a small minority, which constantly wages a violent war against the Government. Thanks to a combination between politicians more eager to look after their own interests than those of the people and the monarchy, these two quarrels between the Germans and Slavs, on the one hand, and between Hungarians and Austrians, on the other, have just now become closely related to each other. The Liberal and Semitic Hungarians are now hand-and-glove in league with the Austrian Germans against the Slavs and the Austrian anti-Semites.

As for the Czechs, the Prague newspapers proclaim that never will the Czech people make peace with the Germans. To do so, they say, would compromise the future development of Bohemia. The Czech organ, Politique, openly advocates a federal system for Austria. "The autonomists must not remain inactive," says this organ, "during the present Summer, considering the feverish activity of the Germans. The Czechs must elaborate a detailed programme, in which all the kingdoms and provinces of the empire will be given local self-government and the right to regulate their home affairs by their respective Diets. In such a federal monarchy the central Government at Vienna would only deal with those matters which are common to all the provinces in the manner of the United States Federal Government, the Swiss and German Confederations."

Under such conditions it is evident that the idea of a friendly entente between the two rival nationalities must be abandoned. The following instance, which is but one in a thousand, will give some idea of the bitterness of the race war in Bohemia waged between Czechs and Germans. The German proprietors, who own nearly all the real estate in the town of Eger, have just given notice to all the Government officials residing in the city that at the end of the present quarter they will be compelled to give up their leases and vacate their houses. A short time ago these aristocratic landowners tried to put a stop to the free sale of a Czech newspaper, the Prager Abendblatt, in Eger, and they have now ordered a general boycott of the wretched newsdealer who alone had the courage to keep the condemned sheet on sale.

One result of the conflict between Czechs and Germans in Bohemia has been to develop the aspirations toward local self-government of the other nationalities in Austria. In Carinthia, for instance, the Slovanians, Slovacks, and Croatians recently held a meeting at Klagenfurth to examine the political situation, and to take such measures as might be considered fit to insure the respect of their national rights. The Poles of Silesia have, on their side, held a congress at Teschen for the purpose of obtaining from the Government the recognition of the electoral "college," which they recently founded at Teschen. The object of this "college" is to protect the Poles against the oppressive measures of both the Germans and Czechs. In still another province of Austria, at Trieste, a race conflict is waged between the Slovacks and the Italians. The Slovacks also demand autonomy, and have petitioned the Government to divide the Province of Trieste into two portions. Finally, to wind up this long list of local self-government aspirations in Austria, the Italians of the Trentin district, who desire a certain measure of autonomy to protect them against the exclusive predominance of the German Catholics in the Tyrol, recently presented such a radical bill to the Government that the Ministers were compelled to reject the measure at once without further discussion.

The proposed transfer of power from the Reichsrath to the Diets of the provinces, would simply increase the importance of the provinces to the detriment of the Central Government at Vienna. The result would be to encourage still further the strife between rival nationalities, and as there are seventeen different provincial assemblies in Austria, the proposed reform would make the weak points of the existing "régime" seventeen times more numerous than at present.

En résumé, then, it may be said that a general feeling of great uneasiness and anxiety for the future exists among the Deputies of every political creed in the Reichsrath. The crisis in Hungary, added to the crisis in Austria, makes the future of the ancient Hapsburg monarchy a more than ever gloomy one.

BRADFORD COLT DE WOLF.

IN FOREIGN LANDS.

EMILE ZOLA'S NEW TRIAL.—It has been decided that the case of the members of the Esterhazy court-martial against Emile Zola shall be tried at the close of the next Assizes at Versailles, which open next Thursday, July 7. This will probably place the trial not later than the 18th of the present month, as the docket of this sitting of the Assizes is a short one. It will be recalled that M. Zola had appealed from a trial at Versailles on the ground that the offense had been committed in Paris, and hence beyond the jurisdiction of the Versailles court, but the appeal was not sustained by the Cour de Cassation. It had been the intention of the Méline Government to postpone, possibly until the Fall, the Versailles trial, but the successors of M. Méline and his colleagues evidently have no such intention. With a new Cabinet, including a Premier who avows to France that he will cause civil law and democratic justice to be made paramount in the republic, and with a Minister of Justice whose opinion of Dreyfus's innocence was expressed a year ago with no uncertain significance, this trial of M. Zola has more interest than it could possibly have had a month ago if M. Labori, the counsel for the defense, had allowed it to proceed without appeal. Just what are the contingencies that surround this new trial and the task of the Ministry itself in democratizing France may be gathered from Harold Frederic's letter published in THE NEW YORK TIMES of yesterday.

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THE DUKE OF CONNAUGHT'S RECORD.—The Duke of Connaught, who, certain British army authorities believe, will ere long succeed Lord Wolseley as Commander in Chief of her Majesty's forces, has just completed thirty years of army service. His Royal Highness, who is a younger brother of the Prince of Wales, and forty-eight years of age, received his first commission, as Lieutenant of the Royal Engineers, June 19, 1868; he became Captain in 1871, Major in 1875, Lieutenant Colonel in 1876, Colonel in 1880, Major General in the same year, Lieutenant General in 1889, and General in 1893. In 1882 the Duke commanded the First Brigade, First Division, of the Egyptian Expeditionary Force, and receive the medal with clasp, the Khédive's star, and the second-class Medjidie, and was thanked by Parliament. His present command at Aldershot, which he has held since 1893, terminates on Oct. 9, at which time it is said important changes may be looked for among the general staff of the army. At that time, it is intimated, Lord Wolseley will follow the Duke of Cambridge into retirement.

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THE KAISER'S VISIT TO THE HOLY LAND.—For the last month powerful French influences have been at work with the Pope and the Sultan to have the Turkish Government rescind regarding its determination to attach international importance to the coming visit of the Kaiser to the Holy Land. Russian influences, too, it is said, have been at work with the same object in view. In reply to the criticisms of the Paris press that have been leveled at the Kaiser's head for using an actual Turkish army to guard him from the coast to Jerusalem, the Hamburg correspondent says: "The French protectorate over the Catholics of the Orient is a post of honor with which France was intrusted by the Vatican. But when the German Kaiser journeys to Palestine in order to assist at the dedication of a Protestant Church it is a matter which does not concern either France or the Vatican, but only those German evangelical communities in question and the Sultan suzerain. The Vatican may, it is true, exercise its authority in the question of allowing the German Catholics of Palestine and Jerusalem to obtain rights or concessions there hitherto withheld from them, and in which the aid of the Kaiser may be welcome to them, and it must be left to the Vatican to decide as to how far its influence is to be exercised in French interests. As far as we are concerned, this is wholly a secondary matter."

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NEWFOUNDLAND AND THE BOND-BLAINE TREATY.—The Premier of Newfoundland, Sir James Winter, and the Receiver General, Mr. Morine, have just arrived in London, whither they have gone to discuss questions with the British Ministry that have been burning ones with their unfortunate colony for years. The old theme of the Bond-Blaine Treaty will occupy the principal place in their deliberations with the imperial authorities. The treaty, it will be recalled, provided for a mutual exchange of products between Newfoundland and the United States, but it is considered doubtful in St. John's and London whether under the new tariff law reciprocity can be maintained in a fashion satisfactory to the colony. At the time Canada objected, and the matter of ratification was postponed to allow Canada to formulate her objections, but eventually the whole thing dropped. It was, however, raised again between Sir W. Whiteway and Mr. Chamberlain, when the former was Premier, at the jubilee conference, but the general election in Newfoundland caused the matter to be shelved. Now the present Government has taken the subject up, and will probably urge the question in connection with the Canadian-American conference, which has raised considerable interest in Newfoundland. Newfoundland depends as much on its fisheries as the West Indies on its sugar for a revenue, and the fishermen in one colony deserve, it is thought in St. John's, equal sympathy with the planters of Jamaica. Mr. Chamberlain is said to have shown unequal favor with the colonies in the West Indies, and now the Newfoundlanders wish to have an explanation.

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FATAL POPULARITY OF THE HORSELESS CARRIAGE IN PARIS.—There have been so many accidents arising from the furious driving of automobiles or motor carriages in Paris that the Prefect of Police has been obliged to station a large number of policemen at the entrances to the Bois de Boulogne to take the names and addresses of the persons who persist in violating the new eight-mile-per-hour regulation. A motor carriage, however, may be driven at the rate of fourteen miles an hour outside of the fortifications. The policemen at the Bois entrances are in plain clothes, and are armed with revolvers. Among those whose names they have taken, who were later made to appear before the Correctional Police Court, were the Duchesse d'Uzès, who stokes her own machine, and her grandson, the son of the Duc d'Uzès. The craze of automobilisme has driven from the Champs Elysées and the Bois the pretty pony carriages and goat carts, in which children took such delight. They have been supplanted by an automobile, driven by their parents or coachman, which drags behind it a train of play carriages.

Death of a Slim Giant.

From The Chicago Record, June 29.

Joseph Blacisyewski was 7 feet 8 inches tall and weighed 125 pounds at the time of his death last week. A coffin was made to order for his body, and the door of an extra large hearse had to be kept open because the casket protruded. He was born in Poland forty-one years ago and lived in America ten years. He was a man of great strength, and for years was in demand as a laborer. About a year ago he was stricken with consumption. A story was circulated that he sold his body to a college for $100, but friends had it buried Monday in St. Stanislaus Cemetery.

DISPOSAL OF THE PHILIPPINES.

Americans Are Not Land Grabbers, but Have a Duty Imposed on Them.

From The Springfield (Mass.) Union.

THE NEW YORK TIMES certainly cannot be accused of suffering from an attack of "imperialism." It is far from desiring to increase our territory as a result of this war. THE TIMES knows that this is a war for humanity and not for conquest, but it fails to see how we can avoid acquiring additional territory, as an incident to this war. THE TIMES has this to say regarding the Philippines:

"The fault we have to find with Mr. Cleveland's Lawrenceville school address is common to all the arguments against the retention of the Philippines which have come under our notice. They abound in theory, in precept, in tradition. They do not tell us where we may find relief from the condition that confronts us. The patriotic men who, like Mr. Cleveland, view our public questions through the medium of a wise conservatism warn us against the perils of this untried path. They do not point out to us another path that our feet may tread in safety and honor. The Democrats at Washington are organizing for a determined party opposition to the Administration policy of taking the Philippines into our National domain. They propose no other or better disposition of the islands."

In the sentence "They propose no other or beter disposition of the islands" THE TIMES strikes the meat of the matter. Nevertheless the individuals who would create an impression that a great part of our people and a great number of our politicians are anxious to engage in land-grabbing continue to tell us of the evils of "imperialism." They think they see the signs of a disease and yet find no way to cure it. It serves their purpose to make a hue and cry about a sentiment that really does not exist and which is really only in a formative state.

The idea of having Asian possessions has a romantic interest that is attractive, but the people of this country are not to become land-grabbers simply because the idea is attractive. They will not act without careful thought. Yet they appreciate that we have captured in this war for humanity an archipelago with 10,000,000 of people. The question is, what to do with this prize, which we did not want. It comes to us as a result of the war, and it gives us certain responsibilities. How are we to meet them? Are we weakly to give the islands back to be misgoverned, after the people have fought for independence and have been oppressed? Would that be in the line of our duty? Are we to say that Spain shall not have them, but still to leave them to be taken and divided by the land-grabbing nations of the world?

Are we to establish a republic under Aguinaldo and help support him? That would require men and ships in that neighborhood for years, in order to protect the new republic from itself and from foreign aggression. Are we to sell the islands to the highest bidder? That would be indulging in the sale of human beings, and we would be making money out of it. Would that be proper in a Nation that engaged in the war for humanity's sake?

What, then, is there for us to do? Shall we annex the islands? That would be a mistake, until we were sure we wanted them. The only thing remaining is to hold the islands, administering them, keeping a large army there and some warships, until a decision as to their disposition can be made. Will that be imperialism, particularly as the natural result of such a course will be their permanent occupation?

THE CLIFTON HOUSE.

The Burned Building One of the Last of the Famous Old-Time Hotels.

From The Rochester Post-Express.

The destruction by fire of the Clifton House at Niagara Falls, Ontario, on Sunday added another to the long list of more or less ancient hotels of National reputation that have lately, for one reason or another, been closed. Through its disappearance in flame and smoke the old Clifton House joins the special class, in which are the St. Charles of New Orleans and the Delavan of Albany. It was well known to Rochesterians. Perhaps few had staid there; but its tall pillars and rounded front were as prominent a feature of the landscape as are the falls themselves, and rather more unescapable.

The Clifton House was popular with foreigners and people of wealth. Probably the notable Englishmen who have come to this country as tourists and have not staid at the Clifton House could be counted on the fingers of one hand, and perhaps there would prove a superfluous digit left were they counted even on the thumb of one hand. Socially these guests represented every rank, from the Prince of Wales downward.

It was many years ago that the Prince and his suite were at the Clifton House. There were not then as many inches of him, measuring him around, but as far as he went he was as completely "every inch a Prince" as now. Many a sober matron of to-day remembers, with strange echo of girlhood thrill, a dance with royalty at the Clifton House ball for the Prince of Wales.

A bare quarter of a mile from the big American hostelries across the river and in direct communication by the bridge, the Clifton House yet retained its distinctively foreign character. That was one of the charms of it to many persons. It was sedate, slow, massive, and proper. It was like an old lady of England. It was so undemocratic to its very curb that "hoi polloi" never thought of invading its sober precincts and sitting on the piazzas, for all the loveliness of the view afforded, as they did in the bustling, even larger, hospitable hotels in Niagara Falls, U. S. A.

Thinking of the character of its guests, something a little unique among resorts to which Americans go on excursions, there was an almost snobbish air in the impression that the Clifton House made on one. It would not be easy to define the reasons for this, and when one had once entered it wore away; but the fact remains that the great majority of the thousands who passed it in their rambles around the falls never did either, and found something very like a cold shoulder in the tall, rough plaster wall with which the hotel turned its back on those approaching it, and saw in the tall Doric columns inexplicable reminder of a turned-up dowager nose.

The great charm and merit of the Clifton House was its position. This was unsurpassed. Directly opposite the Horseshoe Falls, and almost on the brink of the cliff, its guests had unbroken view into the falling waters and up the rapids. The Victoria Park, making lovely reservation of the rest of the Canadian River bank, and with its entrance across the side street from the hotel, added to this beauty of location, and it is no surprise to hear that a modern and magnificent hotel is now contemplated for the site which the famous old Clifton House had held so long.

THE FLORIDA PONY.

He Best Can Do the Work That Is Required of Him.

From The Jacksonville (Fla.) Times.

Among horses there is an aristocracy based on avoirdupois. The owner riding a large Kentucky horse looks upon the man bestriding a pony with ill-concealed contempt. Americans admire bigness; the Percheron and the Clydesdale, the Hereford and the Durham. For years there were thousands of farmers with broad acres who, if they so far yielded to their wives as to purchase a little Jersey cow, would take her home by the back way, even letting down the fence to escape observation.

The noble Percheron of 1,600 pounds or over has his uses that cannot well be filled by the pony—hauling the great city truck, moving the ponderous steam thrasher up and down the heavy country roads. But let no man despise the Florida pony, prepared by nature for a certain environment; of a dull or neutral color to shield him from the sunshine; hoofs sharp and shining, resisting the wear of the sandlike flint; well buttoned up with a thick coat and even his ears grown full of hair inside, as a protection against vermin. What would the ponderous Clydesdale be good for in "cutting out" a steer from the herd? But the pony, when once placed upon his trail, follows his every turn and dodge as if glued to him, hurtling him out of the throng as relentlessly as if he was a cannon ball, and this fierce pursuit of one after another he continues all day long.

After the wished-for day arrives when Florida shall have hard clay turnpikes stretching for miles without a turn through her piny flats, the big Kentucky horse may render the best service. As long as the high-wheeled cart remains the best vehicle in the sand and roots and the steer roves through the woods, the pony will have his day.

THE NEW FOURTH OF JULY

Views of Leading Men Obtained by the National Christian Citizenship League.

WAR AND POLITICAL EVILS

Senator Thurston, the Rev. Dr. Charles H. Payne, Preachers and Educators Give Their Opinions on the Present Situation.

Following an established custom, the National Christian Citizenship League has prepared a symposium reflecting the views of leading men in all parts of the country, the subject being "The New Fourth of July." The following extracts from the contributions sent to the league will serve to show the prevailing sentiment on the subject:

JOHN M. THURSTON, (United States Senator from Nebraska)—This is the first time that the flag of a great nation has ever been unfurled in battle as the standard of humanity disassociated from any possible selfish purpose of expected conquest and aggrandizement. It is to-day the harbinger of a new uplifting of the human race. Let us make the Nation's holiday a flag day in the truest sense of the word—a flag day which means a flag beloved by all the people of every section, under which our united citizenship touches elbows, as the boys from the North and South march side by side in its defense. Let us celebrate the Nation's holiday as God's day, newly dedicated to mankind, and let there be no home so humble in all the land that there will not be floated over it on the Fourth of July next a Star-Spangled Banner.

PROF. C. R. NINDERSON, (University of Chicago)—At the present hour the attention of the Nation is directed toward the scenes of battle, where our brave brothers are offering their precious lives for the cause of freedom and progress. It is right that we should cheer the sailor and hasten the soldier in their heroic and sacrificial task. But war is not the ordinary business and duty of any modern Christian people. It is, as Lincoln called it, a mighty scourge. The great Wellington said that he would gladly give his life to prevent war. Our own master of battles, Gen. Grant, made famous the saying, "Let us have peace." If we are to give mankind a blessing out of this awful curse it must come from motives and efforts above revenue and lust of territory.

Dr. JOHN HENRY BARROWS, (Chicago)—My chief thought for the new Fourth of July is this: That while there should be no repetition of the old-time boastfulness in public addresses, and while also there should be a clear setting forth of the many dangers which beset our National life, the coming Fourth should be utilized also in fostering a wise and wide-reaching patriotism; in setting forth the grandeur of America's position at this time in her history; in showing the people what larger responsibilities God is forcing upon them; in preparing the American mind for that ampler sphere of National influence which we are already entering upon.

The Rev. Dr. CHARLES H. PAYNE, (New York)—The new era in American history calls for a new type of Christian citizenship. The Christian life is hereafter to have a new significance, broader and more comprehensive than heretofore. It is to mean much more than a religious profession or a religious experience and fellowship with the Christian Church. It is to mean a life devoted to the service of humanity; a life lifted above the sordid plane of self-seeking, and made to share with the very life of Christ on earth.

The Rev. Dr. HERRICK JOHNSON, (Chicago)—It is time above all others to keep true to our National traditions and conservations. The only justification for war is "righteousness." When peace is broken by man's inhumanity to man, the way back to peace is not by vengeance, nor by some patched-up compromise with iniquity. "Remember the Maine" is the cry of savagery. "Peace at any price," is the cry of pernicious sentimentalism. That peace is a false peace which shuts truth out of doors. That war is holy that has righteousness for its base.

HENRY B. BLACKWELL, (Dorchester, Mass.)—Suffragists have predicted ever since the civil war closed that there can never be a permanent peace between nations so long as Government represents only the more combative qualities of the male human beings. The more gentle and humane qualities of the average woman are needed as a counterpoise. A Government of men and women will be made to keep the peace. Until that exists every generation, forgetful of the sad experience of previous generations, will resort to the same bloody arbitrament. My counsel, therefore, to Fourth of July speakers is to urge, first, the extension of suffrage to women.

WILLIAM J. BRYAN, Lincoln, Neb.—The political wrongs which to-day oppress the multitude grow out of man's disregard for his brother. Christianity and democracy unite in declaring that no citizen has a natural right to injure another citizen, and that a good Government will neither enable nor permit him to do so. This fundamental maxim can with great propriety to emphasized on the Fourth of July.

BISHOP W. X. NINDE, Detroit.—The anniversary of our National independence calls anew all true patriots to a task not yet finished, in a warfare not yet accomplished. Upon the young life of the Republic repose our strongest hopes. The Christian young people have been organized into a moral force of unmeasured possibilities. They are eager to exert their power. They will follow wise and aggressive leadership. They are patient and self-controlled. Let them make haste to join their strength to the forces of righteousness, and the triumph of good citizenship will not be far away.

PRESIDENT GEORGE A. GATES, Iowa College.—We waste much Fourth of July breath in defying the world, from which there is not the slightest danger, and overlook the enemies within, which jeopardize our very National existence. We shout and burn powder to scare away the man with a gun who isn't there, while overlooking business corruption, rapidly overflowing into political corruption, that constitutes a growing fever poison, consuming the Nation's heart and conscience.

SAMUEL M. JONES, Mayor of Toledo.—Before we can be truly patriotic we must learn that there are nobler and better things than money-getting; we must learn that man has a higher and nobler purpose, a more lofty destiny than to make himself a mere getting machine, and unless we as a people, as a Nation, learn this lesson, there is danger that our Republic will go out in the darkness of oblivion.

THE REV. DR. MADISON C. PETERS, New York.—The Fourth of July is the day suggesting patriotism, self-government, democratic institutions, and equality of social and industrial privileges. The day expresses itself in cheers, and its thoughts should ever arouse the aggressive elements in our National life. It should be a day of exultation for our whole people. Not with revelry and worldly pastimes should this day be kept, but rather of thoughtful outlook upon our Nation's perils and possibilities.

PROF. GEORGE D. HERRON, Iowa College.—American institutions were planned out of the idea of complete liberty for every man to live a complete life. Freedom, equality, and fraternity were the elementary assertions of the Declaration of Independence. But there has been profound disappointment in the failure of liberty to achieve liberty. The moral apathy of the people and political degradation of our institutions are the result of this failure. The question is still how the individual can be completely free to have a complete life. It may now be truthfully said that the whole system of things must be born again before the individual can see the Kingdom of God or live a free and fully Christian life.

ERNEST H. CROSBY, Rhinebeck, N. Y.—We shall never establish "peace on earth, good will toward men," until we denounce war and ill-will, and there is no better opportunity than the present for those who think so to say so.

St. Paul's Temperance Guild.

Fourth of July will be celebrated to-day by the members of St. Paul's Temperance Guild of the Paulist Fathers' Church by the opening of their new headquarters, on West Sixty-first Street. The new home is a tall brownstone building, between Columbus and Amsterdam Avenues, and immediately adjoining the wall of the Twelfth Regiment armory. The opening will have little of formality about it, it having been decided to postpone the more elaborate programme contemplated until the completion of some additions and changes in the structure.

JERSEY'S OLD-TIME FOURTH.

Asbury Park and Ocean Grove Will Revive the Earlier Spirit.

ASBURY PARK, N. J., July 3.—The Fourth this year will be observed in the park and grove in an old-fashioned manner. In Asbury Park there is to be a flag raising in Railroad Square, under the auspices of the Board of Trade. There will be also addresses by the Rev. B. C. Lippincott of Lakewood and the Rev. George C. Maddox of Trenton, a parade by Company A, Third New Jersey Volunteers, who have been granted a furlough for that purpose; an exhibition live-saving drill by the crew from the Deal Life-Saving Station, and a display of fireworks on the fishing pier at night.

Over in Ocean Grove, three well-known New Jersey Judges will participate in the exercises to be held in the auditorium under the auspices of the Ocean Grove Camp Meeting Association of the Methodist Episcopal Church. Judge Charles T. Hendrickson of Mount Holly will preside, the Declaration of Independence will be read by Judge J. Clarence Conover of Freehold, and the oration will be delivered by Judge John Frank Fort of Newark, who enjoys the distinction of having placed Vice President Hobart in nomination at the St. Louis Republican Convention.

Society of Cincinnati Banquet.

DEAL, N. J., July 3.—The New Jersey Society of the Cincinnati will hold its annual banquet to-morrow afternoon at Hathaway Inn. Adjt. Gen. William S. Stryker of Trenton is President of the society. The speakers for the occasion will be Gen. Daniel E. Sickles of New York and Gov. Voorhees of New Jersey.

The Fourth in England.

LONDON, July 4.—The Daily Mail, commenting editorially upon the fact that "for the first time on record the Fourth of July will be celebrated widely in Great Britain," says the incident is "significant of Anglo-Saxon unity."

RAFFLING BIBLES IN CHURCH.

Times Have Changed Since This Presbyterian Parson So Willed.

From The London Mail.

The good folk of St. Ives, in Huntingdonshire, as recently announced, object to Bibles being raffled for with dice in church, and the Charity Commissioners are to be aproached on the subject.

The annual custom has been observed for more than two centuries, but there is a pretty general feeling among the inhabitants, which has been growing stronger and stronger in the past few years, that it is about time this relic of a past age should be stopped.

It was a provision in the will of Dr. Robert Wilde, a Presbyterian minister, that gave rise to it. In making his testamentary disposition, in the year 1678, the worthy doctor bequeathed a sum of £50 under certain conditions to the town of St. Ives. According to his direction this amount was to be laid out in land or a rent-charge to raise £3 a year to be paid on Whit Monday or Tuesday to the vicar and church wardens. With this income were to be purchased "six plain, well-bound Bibles, never exceeding the price of 7s. each, to be cast for with dice by twelve persons—six males and six females."

Further, the testator expressed a wish that the minister should receive 10s. for preaching a sermon suitable to the occasion, and "commending the excellence, perfectness, and divine worth of the Holy Scriptures." Care was to be taken that no person ever received more than one Bible, and the clerk of the church was to receive 1s. for his services, while the "overplus" of 12s., in the terms of the will, "might be spent in entertainments by the vicar and Church Wardens and such as they should think good to invite." Evidently Dr. Wilde had a great belief in the entertaining powers of 12s., inasmuch as the profits on his bequest have been increased nearly threefold, and the overplus turned to much more creditable uses.

In 1692 it is recorded that £50 was paid in the purchase of a copyhold close in St. Ives, containing an "estimated acre of land, which was let to James Kidman at a yearly sum of £11, a much higher rental." This came to be known as "Bible Orchard." The books of the Charity Commissioners show that the six Bibles have been annually purchased, and that these have been raffled or drawn for by twelve poor children on Whit Tuesday in each year, the stipulation being that "six boys and six girls born in the parish, of good repute, able to read the Scriptures, and above the age of twelve years," should cast lots for them.

In addition to the 11s. disbursed between the vicar and the clerk, 1s. is given to the sexton. The attempt at entertainment, however, has been given up, the surplus funds being devoted to the purchase of blankets, warm clothing, and other necessaries for the benefit of the poorer parishioners in Winter.

CONDUCTOR TURNED PILOT.

By So Acting He Earned $200 in Forty Minutes.

From The Seattle (Washington) Post-Intelligencer.

From The Seattle (Washington) Post-Intelligencer.

A pilot who receives $200 for forty minutes' work is not seen every day, but such a one arrived in Seattle on the Utopia, having just made the trip from White Horse Rapids, where he has been steering boats through that dangerous passage. His name is W. L. Foster. The steamer Utopia arrived from Skaguay, Dyea, and other Lynn canal ports, with thirty-five passengers aboard. She would not have been nearly two days late had it not been that much time was consumed at Dyea in loading all that was left of the Government relief supplies which were sent to Alaska early last Winter. These supplies have been at Dyea since the relief expedition was abandoned, and it has been reported at different times that they were sold by Col. Anderson, United States Army. The supplies were unloaded and are now at the Coleman Dock. Much speculation was indulged in after the arrival of the Utopia as to the probable disposition of the supplies by the Government. It was said, however, that they would be sent from Seattle to San Francisco, and from there to the Philippine Islands for the United States troops. The weight of the provisions brought down from Dyea was eighty tons. Col. Anderson, after the abandonment of the relief expedition, succeeded in selling $25,000 worth of the supplies, but every article sold was disposed of at a sacrifice, and the Government was badly the loser. A number of heavy sleds are included in the supplies, but it is a foregone conclusion that they will not be sent to the Philippine Islands. The climate is against them, so to speak.

W. L. Foster of Astoria, who came direct from White Horse Rapids, made much money by piloting boats through the rapids, and received $200 from the Canadian National Bank of Victoria, for taking the steamer Bellingham through the extremely dangerous channel of water. Foster did the work in forty minutes, and exhibited a check which he received from the bank officials for his work.

After navigation opened Foster went to work as a pilot, and up to the time he left he had piloted over 200 boats through. For this work he received nearly $12,000, and he thinks that he succeeded in earning as much money in the time as any man in Alaska. Foster ran a street car at Astoria before he went to Alaska, and he is now thinking of buying a few shares of stock in the company of which he was once an employee.

Lieut. Col. Roosevelt.

From The Indianapolis Sentinel (Dem.)

Theodore Roosevelt is an American of the rugged and sturdy type that commands admiration and respect even when it opposes you. He did more to make civil service reform respectable than all the other professionals that made a specialty of it. Now he has gone into war, where all Americans are with him, and he fights with the same abandon that he did when he was talking civil service reform. It is an open secret that he left the Navy Department because hostilities were not pushed fast enough to suit him, and undertook to raise his regiment of Rough Riders. The scheme was made the subject of jest throughout the country, but behold, the regiment was organized and at the front in very quick time, and took part in the first action. Its fighting qualities are shown by the report of the dead and wounded, and in the action Roosevelt was right at the front, apparently courting danger. He was as composed, as fearless, and as aggressive as if he were charging an army of spoilsmen.

PROSPERITY HELPS MATRIMONY.

Relation of Exports, Imports, and Price of Wheat to Marriage.

From The London Mail.

Much curious and interesting information is, as usual, contained in the new annual report of the Registrar General of births, deaths, and marriages in England.

The marriage rate rose in quite a marked manner in 1896, and as compared with that in the immediately preceding year was, we learn, "accompanied by a rise of 5 per cent. in the value of British exports, a rise of 5 per cent. in the value of imports, and a rise of 13 per cent. in the average price of wheat per quarter." Of course, if the latter unaccompanied were any criterion the rate ought simply to bound up this year. Further, the amount of money per head of the population which was cleared at the Bankers' Clearing House was higher than any year of the preceding quinquennium, save 1896, which furnished a slightly better figure.

The number of marriages registered in the twelve months was 242,764. The civil ceremony shows no sign of increased popularity; rather the reverse.

Plunging into details, the report sets forth that the proportions both of widowers and widows who remarried in 1896 were the lowest on record, this apparently indicating a slump in the usually accepted remarriageability of the widow.

There was, however, little, if any, increased tendency to marry young; indeed, the proportion of marriages under age have shown a steady decline in both sexes for several years past. The registration counties which in the year 1896 showed the highest proportions of under-age marriages among men were Northamptonshire, Bedfordshire, Staffordshire, Leicestershire, Nottinghamshire, and Derbyshire. All these counties except Derbyshire had also been similarly distinguished in the preceding year. The registration counties which showed the highest proportions of under-age marriages among women during 1896 were Staffordshire, Nottinghamshire, Derbyshire, the West and East Ridings of Yorkshire, Durham, and Monmouthshire. All these counties had shown high proportions in the previous year, and likewise in the ten years, 1886-1895.

Few would expect all remarrying widows and widowers to own up to their years, but why should there be a greater tendency to non-statement of age in marriages between widowers and spinsters than between bachelors and widows?

Both men and women are now, judging from the statistics, marrying later in life than hitherto. The chances of the unmarried woman over twenty-five are distinctly better.

In the more gloomy figures relating to the death rate, one or two facts should not be overlooked. One is that the measles death rate in 1896 was, with the single exception of 1887, the highest on record, and it is very doubtful whether, judging from published medical reports, the figures for the current year will be much more favorable.

Enteric fever, as usual, has been specially prevalent in the group of registration districts comprising nearly the whole of the County of Durham, together with the adjacent parts of Northumberland and Yorkshire—it is always the case, but no reason is assigned for it.

Finally, it is noteworthy that cancer is rapidly increasing, particularly among males. Last year supplied the highest death rate on record.

DEATH LIST OF A DAY.

Col. R. T. W. Duke.

Col. R. T. W. Duke, a distinguished member of the Virginia bar, died on Saturday at Sunnyside, his home, two miles from Charlottesville. He was born at Mill Brook, Va., June 6, 1822. His father, Richard Duke was the son of Claevers Duke of Hanover County, whose father, Claevers Duke, Sr., moved to Hanover from James City County, and was a son of Col. Henry Duke, a member of Gov. Nicholson's Council and of the House of Burgesses, and a relative of Elizabeth Duke, the wife of Nathaniel Bacon, the "rebel" of the family of Dukes long settled in Suffolk County, England. Col. Duke served his county as Commonwealth's Attorney from 1858 until elected to Congress in 1870. After the John Brown raid in 1859 he organized the Albemarle Rifles, which became Company B, Nineteenth Virginia Regiment. At the reorganization in 1862 he was elected Colonel of the Forty-sixth Regiment, Wise's Brigade, and from May, 1862, to March, 1864, was Colonel of that regiment, spending the Winter of 1863-4 in South Carolina with the brigade. In March, 1864, Col. Duke resigned his commission as Colonel of the Forty-sixth Virginia, but remained out of service only thirty days, in the meantime organizing the reserve forces, taking command of a battalion of reserves at Richmond in 1864. At first the reserves were employed in guarding prisoners at Belle Isle, but in the Fall of 1864 and Winter of 1864-5 they were under Col. Duke in the trenches at Fort Harrison. He was with Gen. Custis Lee's division, captured at Sailor's Creek. He served in the Forty-first and Forty-second Congresses, and in 1877 was elected to the Virginia Legislature as a debt-paying Democrat. His two surviving children are William R. Duke, now attorney at Charlottesville and member of the Virginia Legislature, and R. T. W. Duke, Jr., now Judge of the Hustings Court of the City of Charlottesville, and author of various poems and sketches.

Joseph N. Turner.

Joseph N. Turner, a well-known physician of Brooklyn, died at the home of his son, the Rev. H. B. Turner, at Washington, Conn., on Saturday.

He was born in Vernon, N. Y., in 1816, and was graduated from Hamilton College when eighteen years old, being one of the two surviving members of his class. Following his graduation, he entered the Transylvania Medical College, graduating in 1844. For forty-two years he had been the family physician of J. S. T. Stranahan.

By his first wife he had three children—Dr. H. C. Turner, Superintendent of the Norwegian Hospital; the Rev. H. B. Turner, and F. M. Turner. He leaves a wife and five children, two by his second wife. He was a member of the Kings County Medical Society, the Freemasons, and the South Congregational Church, Brooklyn. The funeral services will be held Tuesday evening at the home, 216 Carroll Street, Brooklyn. The Rev. J. W. Gilland will officiate. The burial will be in Greenwood.

Obituary Notes.

DANIEL HENRY HOLMES, a West Broadway dry goods merchant, died in his apartments in the Strathmore at noon yesterday. Mr. Holmes was eighty-three years old. He leaves a daughter, Mrs. Cora Thomas, who was with her father when his end came.

NELSON ROBERT TUCKER died Saturday at Yonkers. He was in his sixtieth year. For forty years he had been employed in the Butchers and Drovers' Bank, this city. Mr. Tucker was unmarried. He was born in this city. Death was due to heart disease.

Mrs. JULIETTE A. TURNER died at her residence, 325 Fifth Avenue, at 7:30 o'clock yesterday morning from paralysis of the heart. She was the widow of Daniel H. Turner, who was prominent twenty years ago as a sugar broker. Two children survive her—Mrs. James A. Benedict and Mrs. Edmund W. Bolkley, both of whom live in the family residence. Mrs. Turner will be buried to-morrow morning in Woodlawn.

Work for the Spanish Prisoners.

From The Chicago Tribune.

It is not wise to count prisoners before they are caught, but there is no harm in facing the rather disconcerting fact that at the fall of Santiago we are likely to have 25,000 or 30,000 prisoners on our hands. Most of them will doubtless be glad to lie down on our hands and be fed during the remainder of the war. Certainly we cannot ship them home to Spain on parole. If it took forty-five transports to carry 16,000 of our troops to Santiago it would require the whole American merchant marine to carry these prisoners to Spain. Neither can they be trusted on parole and be left to run loose in the Cuban bush. It will evidently be necessary to hold them fast and feed them. No doubt a share of the great cargoes of fresh beef just ordered in Chicago for Cuban consumption will have to go to that use. But why not fool them and put them to work raising their own beans and potatoes and tobacco? All Spanish soldiers have been taught that the Americans want to catch them in order to make slaves of them, and this mild fulfillment of their fears might be a merciful way of breaking the news gently to them and undeceiving them by degrees. A turn at the hoe and shovel would also cure that haughty feeling, to say nothing of lightening our own formidable burden in taking boarders on so extensive a scale.

TALES TOLD THE CANADIANS.

Our Knowledge of Cuba and Our Disposal of the Philippines.

From The Toronto (Ont.) Mail and Express.

WASHINGTON, June 29.—Your correspondent, in the course of a conversation which he had to-day with a gentleman who is versed in diplomatic matters, and closely associated with Gen. Alger and other officials of the War Department, obtained information which clearly points to a direct interest on the part of Great Britain in each step of the Spanish-American war, and which indicates, indeed, that the management of the war is largely being dictated, or at least profoundly influenced, by the British Foreign Office.

My informant, in answer to a question regarding the evident intimate knowledge of the coast line of Cuba possessed by the United States War Department, said that a few years ago the policy of the department regarded such information as of little importance, and that until a short time ago the Administration had but scant knowledge in the matter. To-day the department is possessed of charts of every mile of coast line about the island and Puerto Rico, and it is this information which makes possible such successes as the landing of the troops at Daiquiri and the bottling up of Cervera in the Harbor of Santiago. This information, it is well known in diplomatic circles, was only possessed by Great Britain prior to the outbreak of the war, and by reasonable inference came from that power to the United States. As a result, the department is to-day possessed of almost, if not quite, as complete information as the Spaniards themselves.

Speaking of the probable future of the Philippines, he said that the intention was to hand over the islands to Great Britain, upon much the same footing as that upon which Samoa now stands, the United States to have its commercial interests protected and a coaling station provided.

These circumstances are indications of a most friendly relation between both the Foreign Offices and diplomatic agencies of Great Britain and the United States, and not only show a possibility of an early carrying out of the idea of an Anglo-Saxon alliance, but even seem indications of decided steps in that direction.

Speaking of the apparent unfriendliness toward the United States at the beginning of the war by the early assertion of the duties of neutrality, he said he had reason to believe that the action really strengthened the position of the United States. At the time the United States was anxious to have Portugal refuse to harbor the Spanish fleet then lying at the Azores, and Great Britain, by asserting the principle of neutrality furnished a precedent that could be used to bring Portugal to do her duty as a neutral power. The whole affair might perhaps have been a blind, and on that supposition is perfectly reconcilable with the facts already stated.

Buffalo and the Buffalo.

From The Buffalo Commercial.

From all accounts the cruiser Buffalo is worthy to be named after the Queen City of the Lakes. THE NEW YORK TIMES has an illustrated article upon the vessel, and the indications are that when the time comes we shall all be proud of our cruiser.

DIED.

HOLMES.—At his residence, The Strathmore, on Sunday, July 3, 1898, Daniel Henry Holmes, in the 83d year of his age.
New Orleans papers please copy.

QUINLAN.—On Saturday, July 2, 1898, Mary Elizabeth, eldest daughter of the late Prof. James M. and Annie E. Quinlan.
Funeral services from her late residence, 508 Summer Av., Newark, N. J., on Tuesday morning, the 5th inst., at 10:30 o'clock.

ROBINSON.—On Sunday, July 3, in Brooklyn, of rheumatism of the heart, Edith Parish Ludlam, wife of Nathaniel Macrae Robinson, and youngest daughter of Henrietta Parish and the late Edward Ludlam.
Notice of funeral hereafter.

SCHMIDT.—On July 3, John William, eldest son of F. Leopold and Melenda P. Schmidt.
Notice of funeral hereafter.

TUCKER.—At Yonkers, N. Y., on Saturday, July 2, 1898, Nelson Robert Tucker, youngest son of the late E. L. Tucker, in his 60th year.
Funeral services at the residence of his sister, Mrs. Tucker, 207 Wordworth Av., on Monday evening, at 7 o'clock. Carriages will be in waiting to meet trains leaving Grand Central Station at 6:15 P. M.

TURNER.—On Sunday, July 3, 1898, Juliette A., widow of Daniel H. Turner, age 79 years.
Funeral from her late residence, 325 5th Av., Tuesday, July 5, at 11:30 P. M. Interment private. Kindly omit flowers.

WRIGHT.—On Sixth Day, evening Seventh Month, 1st, 1898, Lydia E., widow of John D. Wright.
Funeral from her late residence, 161 West 86th St., New York, on Third Day, afternoon of fifth instant, at 3 o'clock. Interment at Woodlawn.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 3.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
ABELSTEIN, Diana, 1,706 Park Av.	3	3
ATZERT, Elizabeth, 159 E. 123d St.	54	1
BADT, Tobias, 20 E. 115th St.	75	2
BERGER, Isidor, 172 Essex St.	1	3
BROMME, Charles, 1,559 3d Av.	40	1
BEIER, Charles, 158 Stanton St.	45	1
BIRD, Louisa, 335 Spring St.	36	1
BOHNSLAVICK, Anton, Presbyterian Hospital	51	2
CARRINO, Rosalie, 119 W. Houston St.	30	3
CONGIALOSE, Joseph, 527 Lenox Av.	6	2
COHN, Nellie, 247 E. 116th St.	29	2
DAY, Ann E., 456 Hudson St.	79	2
DAVIS, Rica, 104 Essex St.	53	3
EHRENSEL, Lea, 279 E. 4th St.	51	2
FABER, George W., 344 W. 41st St.	31	2
FOX, Emilie C., 531 W. 48th St.	35	1
FISCHER, Carl H., 308 Pearl St.	61	2
GIRTH, Franz, Fort Lee, N. J.	56	2
GREEN, Mary, Baltimore, Md.	22	2
HOPPER, Rosina, 105 W. 94th St.	61	1
HETTREICH, Margaret, 239 W. 48th.	75	2
HOUSTON, Annie, 21 E. 24th St.	80	1
HIXSON, Kate, 26 Washington St.	1	1
JORGER, Joseph, 217 E. 10th St.	56	2
KADY, Rose, 409 W. 16th St.	30	1
LAURIA, Giuseppe, 430 E. 13th St.	48	2
LESCHYASKI, Charles, 156 E. 113th.	31	2
LEIXAS, Frank, 216 E. 115th St.	45	1
MITTMAN, Katie A. M., 303 W. 17th.	17	1
MORONEY, Anne, 524 W. 133d St.	25	2
McFARLAND, Ellen, 333 E. 48th St.	65	2
McINTYRE, Martha, 1,493 Amsterdam Av.	1	1
McCULLOUGH, John, 290 Delancey St.	65	1
OSLAW, Antonio, Jersey City	40	1
OHRINBERGER, Frank, 25 Avenue B.	44	2
PEYTON, Elizabeth, 250 E. 43d St.	34	2
RAMON, William, 1,981 2d Av.	1	1
REIS, Annie, 391 E. 10th St.	1	2
REAGEN, John, 313 Water St.	1	1
SCHULTZ, Jennie, 33 Monroe St.	3	2
SCHRAMM, Malvina, 1,362 3d Av.	49	1
SCHREIBMAN, Joseph, 149 Ridge St.	1	2
SIEGEL, Mamie, 262 Broome St.	1	2
SHEEHAN, Annie, 315 E. 61st St.	2	2
STINSON, James, Almshouse	48	1
SCHNEIDER, Filomena, 402 W. 38th	1	1
STAPLETON, John G., 94 Elm St.	3	2
SCHICKLER, Hirsch, 2,389 2d Av.	73	1
TELLER, James L., 318 W. 19th St.	43	1
WALLACH, Joseph, 134 Avenue D.	5	1
*WALLACH, Charles, 417 E. 56th St.	68	30
WIDNER, Barbara, 348 E. 47th St.	36	2
WISSLER, Mary, 474 E. 6th St.	47	2

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
AMBERGER, A., 212 Knickerbocker Av.	1	2
ANDERSON, Albert, 700 3d Av.	1	2
BLACK, Mary, 233 Union St.	2	3
BARKER, Josepha, 194 Nassau Av.	1	2
BARTLEY, Margaret, 235 9th St.	1	2
BERG, Mary, 179 Tompkins Av.	78	2
COSTELLO, William, 175 Butler St.	2	2
*CONLEY, James, 550 Myrtle Av.	54	30
CAPEL, James, Home for Aged	75	2
CUMMINGS, John, 1,196 Degraw St.	60	1
COLING, Mabel, 554 Grand St.	1	2
CHAPMAN, Laura, 126 St. Mark's Pl.	50	2
FELTON, Gertrude, 192 Noll St.	1	2
FERRIGNO, Luigi, 211 1st St.	1	2
*FUNK, Christina, 93 Russell St.	28	29
*FRAME, Annie, 888 Manhattan Av.	71	30
FINN, James, 326 Columbia St.	1	2
GOLDEN, William, 649 Hicks St.	1	2
HARDING, J., 78 N. Portland Av.	4	2
HATTER, Elizabeth, 152 Johnson Av.	30	2
HENRY, Louis, 247 49th St.	30	2
JONES, Lillian, 1,281 Atlantic Av.	1	2
*JOHNSON, Jane, 572 Pacific St.	38	30
JANSON, Caroline, 28 Cornelia St.	16	1
KARNEY, Anne, 72 Conselyea St.	61	2
KEENAN, Mary, 475½ Hicks St.	1	3
KIRBY, Mary, 206 Water St.	1	2
KRAUS, Benjamin, 799 Myrtle Av.	1	1
KRAUS, Charles, 190 Bedford Av.	1	3
KELLEY, Dennis, 148 Grand St.	43	2
LORENZO, Rosina, 155 25th St.	1	2
LAWLER, Theodore, Neck Road and Ocean Av.	59	1
LATHAM, Frances, 16 Hope St.	1	2
*MORONEY, Patrick, 71 Gold St.	55	30
MOHRING, Irene, 23 N. Elliot Place	1	2
*McGLONE, Owen, 32 Division St.	44	30
McKENNA, Joseph, 10 Wyckoff St.	58	3
McNULTY, Neal, L. I. State Hospital	58	2
NILSON, Robert, 329 Greene Av.	80	1
NELSON, Andrew, 189 Freeman St.	79	2
*NEILSON, Mabel, 212 Troy Av.	1	30
NOLAN, Thomas, 967 Dean St.	1	2
POLONSK, Stanislof, 224 20th St.	1	2
POHL, Charles, 268 Marion St.	23	2
RICKER, Henry, 122 Moore	29	2
RILEY, Thomas, 781 Hicks St.	46	1
RILEY, Alice, 596 Wythe Av.	1	3
ROSKI, Arthur, 754 Park Av.	1	1
RENNY, Louis, 985 Bergen St.	63	2
STEWART, Margaret, 189 Greenpoint Av.	84	1
TIRENO, Frank, 40 Havemeyer St.	9	2
TINES, Charles, 1,940 Dean St.	1	2
WIRTH, Augusta, 73½ Maujer St.	1	1
WICKE, Hilda, 222 Lynch St.	1	2
WRIGHT, Jacob, 16 Bancroft Place	48	2

*Date of death in June.

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street,
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

American Express Co.
Established 1841. Capital, $18,000,000.
65 BROADWAY.

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MEMPHIS, TENN., 6s.
HAVERHILL, MASS., 4s.
AKRON, OHIO, 4s.
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Receive accounts and deposits of firms, individuals, &c., and allow interest on daily balances.
Buy and sell for cash or carry on margin at lowest rates of interest on the New York, Philadelphia, Boston, and Chicago Stock Exchanges, Stocks, Bonds, Grain, Cotton, &c.
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Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

Write or Wire
for our next Tuesday's letter on "STOCKS TO BUY AND STOCKS TO SELL." The market of the future will be one of specialties, many stocks will ADVANCE while others are DECLINING. OUR TUESDAY'S LETTER will be of UNUSUAL INTEREST and will only be sent to those making special REQUEST. (See ad. in Sunday's Herald.) Special Department for Ladies, Room 17.
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ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

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SECURITIES DEALT IN.
DAVID PFEIFFER, 18 Wall St.

THE MANCHESTER MARKET.

MANCHESTER, July 3.—The good crop prospects in America are causing increased hesitation among buyers of cloths and yarns, and the business of the week just closed was much below the output. Calcutta is still idle, and the other Indian markets buy little. China, the Levant, and South America take moderately, while the home trade continues only middling.

Yarns are very slow in view of the weakness of cotton, with anxiety about new orders increasing.

Germany reports a current small hand-to-mouth business at unchanged prices. The French markets are very quiet, with a downward tendency in yarns.

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 58⅞@59⅛. No sales.

Bar silver in London, 27⅛d per ounce.

Commercial price of bar silver, 58⅞c per ounce. Mexican silver dollars quoted at 45½c.

The Mercantile Safe Deposit Company holds 325,080.71 ounces of silver bullion.

STATEMENT OF THE PUBLIC DEBT AND OF THE CASH IN THE TREASURY OF THE UNITED STATES

For the Month of June, 1898.

Interest-Bearing Debt.

Title of Loan.	Authorizing Act.	Rate.	When Redeemable.	Interest payable.	Amount Issued.	Outstanding June 30, 1898. Registered.	Outstanding June 30, 1898. Coupon.	Outstanding June 30, 1898. Total.	Outstanding March 1, 1885.	Outstanding March 1, 1889.	Outstanding March 1, 1893.
Loan of July 12, 1882	July 12, 1882	3 per cent	Option U. S.	A., N., F., and M.	$305,529,000.00				$194,190,500.00		
Funded Loan of 1891	July 14, '70, and Jan. 20, '71	4½ per cent	September 1, 1891		250,000,000.00				250,000,000.00	$162,842,200.00	
		Cont'd@2%	Option U. S.	M., J., S., and D.		$25,364,500.00		$25,364,500.00			$25,364,500.00
Funded Loan of 1907	July 14, '70, and Jan. 20, '71	4 per cent	July 1, 1907	J., A., J., and O.	740,907,400.00	490,847,750.00	$68,798,300.00	559,646,050.00	787,707,200.00	681,138,000.00	559,595,900.00
Refunding Certificates	February 26, 1879	4 per cent		do	40,012,750.00			41,520.00	251,350.00	126,020.00	73,860.00
Loan of 1904	January 14, 1875	5 per cent	February 1, 1904	F., M., A., and N.	100,000,000.00	65,755,950.00	34,244,050.00	100,000,000.00			
Loan of 1925	do	4 per cent	February 1, 1925	do	162,315,400.00	111,051,900.00	51,263,500.00	162,315,400.00			
Aggregate of Interest-Bearing Debt					1,598,764,550.00	693,020,100.00	154,305,850.00	847,367,470.00	1,182,149,050.00	844,106,220.00	585,034,260.00
Bonds issued to Pacific Railroads not yet matured: Central Pacific, $9,197,000; Union Pacific, $3,157,000; Western Pacific, $1,650,560; total								14,004,560.00			

Debt on Which Interest Has Ceased Since Maturity.

Funded Loan of 1891, matured September 2, 1891	$130,400.00
Old Debt matured at various dates prior to January 1, 1861, and other items of debt matured at various dates subsequent to January 1, 1861	1,132,280.26
Aggregate of Debt on which interest has ceased since maturity	1,262,680.26
Bonds issued to Pacific Railroads matured but not yet presented: Union Pacific, $71,000; Central Pacific, $41,000; Kansas Pacific, $12,000; Sioux City and Pacific, $5 000; total	129,000.00

Debt Bearing No Interest.

United States Notes	February 25, 1862; July 11, 1862; March 3, 1863	$346,681,016.00
Old Demand Notes	July 17, 1861; February 12, 1862	53,997.50
National Bank Notes: Redemption Account	July 14, 1890	30,493,147.00
Fractional Currency	July 17, 1862; March 3, 1863; June 30, 1864, less $8,375,934 estimated as lost or destroyed, Act of June 21, 1879	6,884,752.14
Aggregate of Debt bearing no interest		384,112,912.64

Certificates and Notes Issued on Deposits of Coin and Legal-Tender Notes and Purchase of Silver Bullion.

Classification.		In the Treasury.	In Circulation.	Amount Issued.
Gold Certificates	March 3, 1863; July 12, 1882	$1,599,510.00	$35,820,639.00	$37,420,149.00
Silver Certificates	February 28, 1878; August 4, 1886; March 3, 1887	7,897,424.00	390,659,080.00	398,556,504.00
Certificates of Deposit	June 8, 1872	560,000.00	26,045,000.00	26,605,000.00
Treasury Notes of 1890	July 14, 1890	2,541,700.00	98,665,580.00	101,207,280.00
Aggregate of Certificates and Treasury Notes, offset by cash in the Treasury		12,598,634.00	551,190,299.00	563,788,933.00

RECAPITULATION.

Classification.	June 30, 1898.	May 31, 1898.	Increase.	Decrease.
Interest-bearing Debt	$847,367,470.00	$847,367,410.00	$60.00	
Debt on which interest has ceased since maturity	1,262,680.26	1,262,680.26		$2,170.00
Debt bearing no interest	384,112,912.64	384,896,315.14		783,402.50
Aggregate of interest and non-interest bearing Debt	1,232,743,062.90	1,233,528,575.40		785,572.50
Certificates and Treasury Notes offset by an equal amount of cash in the Treasury	563,788,933.00	563,799,933.00		11,000.00
Aggregate of Debt, including Certificates and Treasury Notes	1,796,531,995.90	1,797,328,508.40	60 00	796,572.50

Cash in the Treasury.

Classification.			
Gold—			
Coin	$104,775,283.69		
Bars	98,049,764.87	$202,825,048.56	
Silver—			
Dollars	404,736,731.00		
Subsidiary coin	12,097,681.51		
Bars	98,195,493.55	515,029,906.06	
Paper—			
United States notes	60,108,687.00		
Treasury notes of 1890	2,541,700.00		
Gold certificates	1,599,510.00		
Silver certificates	7,897,424.00		
Certificates of deposit, Act June 8, 1872	560,000.00		
National bank notes	4,770,474.38	77,477,795.38	
Other—			
Bonds, interest, and coupons paid, awaiting reimbursement	37,926.28		
Minor coin and fractional currency	1,300,260.94		
Deposits in National bank depositories—			
General account	33,333,661.38		
Disbursing officers' balances	5,461,969.14	40,133,817.74	
Aggregate			$835,466,567.74

Demand Liabilities.			
Gold certificates		$37,420,149.00	
Silver certificates		398,556,504.00	
Certificates of deposit, Act June 8, 1872		26,605,000.00	
Treasury notes of 1890		101,207,280.00	$563,788,933.00
Fund for redemption of uncurrent National bank notes		8,568,194.06	
Outstanding checks and drafts		4,552,290.97	
Disbursing officers' balances		45,633,099.52	
Agency accounts, &c.		7,266,479.43	66,020,063.98
Gold reserve	$100,000,000.00		
Net cash balance	105,657,570.76		205,657,570.76
Aggregate			835,466,567.74

Cash balance in the Treasury May 31, 1898	195,754,815.03
Cash balance in the Treasury June 30, 1898	205,657,570.76
Increase during the month	9,902,755.73

MEMORANDUM.

Showing Amounts due the United States from Pacific Railroads on account of bonds issued in aid of their construction.

Name of Road.	Principal.	Interest.	Total.	Due from the United States. Judgments and Allowed Claims.	Due from the United States. Bonds and uninvested cash in sinking fund.	Due from the United States. Total.	Balance due the United States.
Central Pacific	$25,885,120.00	$36,573,623.97	$62,458,743.97	1,162,939.48	7,662,650.30	$8,825,589.78	$53,633,154.19
Western Pacific	1,970,560.00	3,403,585.94	5,374,145.94				5,374,145.94
Central Branch Union Pacific	1,600,000.00	2,167,468.46	3,767,468.46				3,767,468.46
Sioux City and Pacific	1,628,320.00	2,604,088.39	4,232,408.39				4,232,408.39
Total	31,084,000.00	44,748,766 76	75,832,766.76	$1,162,939.48	$7,662,650.30	8,825,589.78	67,007,176.98

Note.—The Government has been reimbursed for $27,236,512 principal and $31,211,711.75 interest, being the total indebtedness of the Union Pacific Railroad Company to Nov. 1, 1897, and for the principal of the Kansas Pacific indebtedness, amounting to $6,303,000.

The foregoing is a correct statement of the public debt and of the cash in the Treasury at the close of business June 30, 1898.

L. J. GAGE, Secretary of the Treasury.

THE FINANCIAL MARKETS

With extraordinary international events impending, Wall Street will not make to-day a very close holiday. Houses with international connection are all sure to be open. The market for American stocks on the London Stock Exchange and the opportunity to trade in Spanish bonds at Paris will result in the transaction of much business for Wall Street account, and the cable offices are likely to have a busy morning.

⁂

London speculators are, "on balance," short of Americans.

In Spanish 4 per cents not much New York interest has lately existed, though they will now be entitled to activity which alert Wall Street traders will not neglect.

CROPS ASSURE PROSPERITY.

The Western situation, in the judgment of many experienced observers, continues to present inspiriting features. Business throughout the section is reported to be good and crop prospects are favorable. There is every indication of a heavy freight movement during the coming season. Large amounts of Western money have been placed in the new Government loan. Mr. Ansel Oppenheim, Vice President and General Manager of the Chicago Great Western Railway Company, is one of those who consider the outlook exceedingly bright, expecting to see a period of great prosperity for every Western interest. Mr. Oppenheim, in this city on matters of business connected with his railroad, expressed his views regarding Western conditions to a representative of THE NEW YORK TIMES, saying:

"Predictions made by me in regard to what the West was likely to accomplish appeared in THE NEW YORK TIMES some months ago, and events have entirely borne out the promising views I then expressed. The movement which began last year has been well sustained, and the outlook now is a very bright one. The situation as to general business is healthy, and there is plenty of money in all parts of the West. The growing crops are in good shape, and the yield of agricultural products is expected to be larger than that of the prosperous season which last year brought to Western farmers such splendid returns.

"I hear encouraging accounts from all over the Western States. The West is full of money. The farmers have never before been in such a satisfactory condition. At present the west-bound movement of merchandise is larger than it has been for a number of years, while the east-bound is very light. It now looks as if the Granger lines will have all they can take care of, for crop conditions are excellent. The crop is going to be a large one, and I believe it will bring good prices. There has been some talk about lower wheat values, but the feeling that handsome figures will be reached for the coming season's crop is quite general.

"It must be taken into account that the farmer, by reason of the prosperous spell which overtook him recently, is not likely to part with his cereals unless he receives for them what he regards as a satisfactory market value. Farmers are now in a position to hold, and unless the returns are to their liking I do not think there will be any quick movement of crops. Yet it seems assured that the railroads will be kept very busy in any case. The future of railway traffic is certain to be one of unprecedented activity for the Granger roads.

"The subscriptions to the new Government loan are creating great interest in the Western States, and it has developed that the improved business in the entire section has enabled numerous wage earners to hoard small amounts. Banks report that a large part of the money subscribed for that purpose has been paid in currency.

"The crop reports are all favorable. One of the largest farmers in the country, Albert Dalrymple, has stated that the prospects this year were better than he had ever known them to be in any June for years. The signs of an abundant crop are on every hand. In fact the outlook is brighter than up to this time it has ever before been recorded. But not only is the prospect for a profitable season in farming everywhere anticipated, it is expected that general business will grow still better. Preparations are going apace for Fall trade in every important centre, and sentiment is healthy regarding credits. In railway affairs a confident hopefulness for further progress is everywhere felt, and there is not the slightest ground for any other feeling. The moving of the crops will prove a matter of exceptional advantage to the growth of railroad earnings and the strengthening of railway properties in the granger States. Last year's opportunities will be improved upon, and last years' record broken."

ANALYZING THE GRANGERS.

The Stock Exchange house of Robert Goodbody & Co., discussing the Granger railway properties, makes succinct and interesting observations, saying:

"One thing seems clear, viz., that while the big roads have begun to show much smaller gross and net increases, they are earning their dividends well, and many of them are earning far more than they are paying.

"Of course, the cheapest Granger stock intrinsically is Northwest. It only pays at present 5 per cent. dividends, but it earns nearly three times as much. Unless things change greatly, it would seem as if money invested in Northwest common stock would in a few years show large legitimate profits, but there is no speculation in it, nor does any seem likely to arise. Therefore no man can say when, if ever, an advance in Northwest will come, and fully as we believe in the stock, we should not venture to say it may not decline first.

"The next cheapest Granger is Chicago, Burlington and Quincy. It looks as though the policy of the Chicago, Burlington and Quincy management with regard to the $29,000,000 of 7 per cent. bonds which mature in 1903 was not to fund the bonds at a low rate of interest, but to issue stock to the present holders at par and pay off the bonds. As Chicago, Burlington and Quincy can easily, if times are good, raise its dividend to 6 per cent. and the stock ought to sell up quite a little, such an issue would give 'rights' to the stockholders which may easily be worth 10 per cent. to them, but the matter is not one of immediate importance. Whether the next Chicago, Burlington and Quincy quarterly dividend will be at the rate of 5 per cent. or 6 per cent. no one feels able to say. It most probably will be at the rate of 5, but the road has earned over 7 per cent. this year, besides the sinking fund.

"St. Paul comes next among the Grangers, and will earn about 7 per cent., but will only pay 5 per cent., nor is it probable that St. Paul will do much better in the coming year, but it ought to do at least as well. The St. Paul earnings for June will at best only show a nominal increase this year.

"Atchison for May had a gross increase of $486,344, and a net increase of $233,298. For the fiscal year Atchison will earn about 1⅝ per cent. on the preferred stock, but it was for the road an exceptionally favorable year, and therefore a dividend on Atchison preferred would seem to be a very remote contingency, except possibly as a speculative move to sell stock on.

"Northern Pacific continues to make very good earnings. For May there was a gross increase of $448,179, and a net increase of $331,505. For the current year Northern Pacific will earn the full 4 per cent. on the preferred and a surplus equal to about 2 per cent. on the common. It is a great change in a few years."

SPENDING MONEY AT HOME.

The war has certainly served one wholesome purpose, in keeping Americans from indulging in foreign travel this Summer to a very great extent. The expenditures are not likely to be more than one-half that of former years for that purpose, making a saving to this country of at least $50,000,000. This is an item of considerable importance. These stay-at-home people, instead of traveling in Europe, will do so in this country, and our internal transportation companies will be corresponding gainers.

HENRY CLEWS.

A BRITISH VIEW.

In discussing the outlook for American stock market prices, Mr. Henry Labouchère says in London Truth:

"Any decisive victory of the American arms will cause a sharp advance in Yankee rails, which have been pretty heavily sold by the 'bears.' The capture of Manila by the United States troops is also an event which should occur in the near future, and thus our American cousins have several pleasant sensations to come.

"As regards the collapse of the wheat corner, it should prove a blessing in the end. Such daring manipulations always represent a danger which may burst upon the market at any time, and it was far preferable that the price of wheat should at once find its natural level than that the position should be rendered yet more unsound by continued inflation. The movement of grain in the States should, moreover, be stimulated by the occurrence, as it will be easier now for America to compete with other wheat-producing countries.

"There can be no doubt that the United States wheat crop will be a splendid one, and that it will bring large traffics to the railroads, so that the future of the Granger roads should be in every way assured. According to travelers from the West, such lines as the Milwaukee, Rock Island, and Atchison have to expect such large quantities of wheat, maize, and oats to carry, that all previous records will be surpassed. The farmers, of course, have now plenty of money, and cash is accumulating throughout the West at the banks."

SAVINGS BANKS.

MANHATTAN SAVINGS INSTITUTION,
NO. 644 BROADWAY.
NEW YORK, June 20, 1898.
94th Semi-Annual Dividend.

The Trustees of this institution have declared interest at the rate of THREE AND ONE-HALF PER CENT. per annum on all sums not exceeding $3,000 remaining on deposit during the three or six months ending on the 30th inst., payable on and after the third Monday in July next.

JOSEPH BIRD, President.
FRANK G. STILES, Secretary.

EMIGRANT INDUSTRIAL SAVINGS BANK,
51 Chambers St., New York.
New York, June 27, 1898.

DIVIDEND.—The Trustees of this Bank have ordered that interest be paid to Depositors entitled thereto for the six and three months ending June 30, 1898, at the rate of Three and One-Half Per Cent. per annum on all deposits up to the limit of Three Thousand Dollars, ($3,000.)

Interest will be credited under date of July 1st, 1898, and will be payable on and after Monday, July 18th.

JAMES McMAHON, President.
DAVID LEDWITH, Comptroller.

THE NEW YORK SAVINGS BANK,
8TH AV., COR. 14TH ST.

The trustees have ordered that the interest to be credited to depositors July 1, 1898, shall be at the rate of FOUR PER CENT. PER ANNUM on all sums from $5 to $3,000. Deposits made before July 10 will draw interest from July 1.

FREDERICK HUGHSON, President.
RUFUS H. WOOD, Treasurer.
WILLIAM FELSINGER, Secretary.

GREENWICH SAVINGS BANK,
S. E. Cor. 6th Ave. and 16th St.

INTEREST AT THE RATE OF THREE AND ONE-HALF PER CENT. PER ANNUM will be credited depositors for the SIX MONTHS and THREE MONTHS ENDING JUNE 30, 1898, on all sums from five dollars to three thousand dollars entitled thereto under the by-laws, payable JULY 18, 1898.

JOHN HARSEN RHOADES, President.
JAMES QUINLAN, Treasurer.
B. OGDEN CHISOLM, Secretary.

Deposits made before JULY 10, 1898, will draw interest from JULY 1, 1898.

Union Dime Savings Institution
BROADWAY, 32nd ST. & SIXTH AVENUE,
GREELEY SQUARE, NEW YORK.

Interest three and one-half per cent. from $5 to $3,000. Credited July 1st, payable July 21st, or any time later.

Money deposited before July 10th draws interest from the first.

CHARLES E. SPRAGUE, President.
George N. Birdsall, Treasurer.
Francis M. Leake, Secretary.

EXCELSIOR SAVINGS BANK,
Cor. 23d St. and 6th Av.

The Trustees have ordered interest credited to depositors July 1, 1898, at the rate of THREE AND ONE-HALF PER CENT. per annum on all sums of $5 and upwards to $3,000.

Deposits made on or before July 10 will draw interest from July 1.

George C. Waldo, President.
John C. Griswold, Secretary.

DIVIDENDS.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
June 20th, 1898.

A quarterly dividend of 1¼ per cent. will be paid on the preferred stock of this Company on July 20th, 1898, to stockholders of record at the close of business June 30th, 1898, at the office of Messrs. J. P. Morgan & Company, New York.

The transfer books will close at 3 P. M., June 30th, 1898, and be reopened at 10 o'clock A. M., July 6th, 1898. C. F. COX, Treasurer.

Office of WELLS-FARGO CO.,
63 Broadway,
New York, June 20, 1898.

THE REGULAR SEMI-ANNUAL DIVIDEND of THREE PER CENT. has been declared by the Directors of this company, payable July 15, 1898, at our office, as above.

The transfer books will close June 30, 1898, and reopen July 16, 1898.

H. B. PARSONS, Assistant Secretary.

The Tradesmens National Bank,
Wool Exchange Building, West Broadway and Beach Street.
FIFTY-EIGHTH DIVIDEND.
New York, July 1st, 1898.

The DIRECTORS have this day declared a dividend of TWO PER CENT., free of tax, payable on demand. JAMES W. CLAWSON, Cashier.

Continental National Bank.
New York, June 28th, 1898.
Seventy-ninth Dividend.

The Directors of this Bank have to-day declared a semi-annual dividend of THREE (3) PER CENT., free of tax, payable July 5th, to which date from June 30th the transfer books will be closed. ALFRED H. TIMPSON, Cashier.

ORGANIZED 1830.—MECHANICS' AND TRADERS' BANK, 486 Broadway, New York, June 28th, 1898.—The Board of Directors of this Bank have this day declared a semi-annual dividend of THREE PER CENT. out of the net earnings of the past six months, payable on and after July 1st, 1898. A. M. DEDERER, Cashier.

Ninth National Bank,
NEW YORK, June 28th, 1898.

A Dividend of TWO PER CENT. upon the Capital Stock of this Bank has been declared, free of tax, payable on and after July 1st, 1898.

The transfer books will be closed until July 5th. H. H. NAZRO, Cashier.

THE BANK OF AMERICA, NEW YORK, JUNE 21st, 1898.—The Board of Directors have to-day declared a semi-annual dividend of SEVEN (7) PER CENT., free of tax, payable July 1st, 1898, to stockholders of record of this date.

The transfer books will remain closed until July 5th, 1898. W. M. BENNET, Cashier.

The National Bank of the Republic,
New York, June 22d, 1898.

The Board of Directors have this day declared a dividend of Four (4) per cent., free of tax, payable on and after Friday, July 1st, 1898, until which date the transfer books will be closed.

C. H. STOUT, Cashier.

MEETINGS AND ELECTIONS.

The State Bank,
378 Grand St.

The annual election for Directors of this Bank will be held at the Bank on Monday, July 11th, 1898. Polls will be open from three to four o'clock P. M. J. H. ROSENBAUM, Cashier.

The Fourth in the South.

From The New Orleans Times-Democrat.

In many parts of the South the Fourth of July has been a name only. We abandoned its celebration during the civil war, and never took it up again—and our hot July weather has tended to make Independence Day little observed. But the excitement of the war, the heroism of Hobson, the glorious victory of Dewey, have stirred up the American people as they have never been stirred up before. It is the first time for many years that the Fourth has come upon us while the country was engaged in battle. The last time this occurred was during our civil struggle, when the South had left the Union and had surrendered its interest in the National holiday.

To-day the South is heart and soul in the Union, for the war and the maintenance of the National honor. It has contributed more than its share of the men whose heroic deeds will live forever. It is doing its full duty, and its patriotism is stirred to the depths. If the war has no other effect than it has had of putting an end to the sectional differences which still lingered behind as a result of the civil strife, it will have done a great deal for the country and the South, and will have repaid its cost a dozen times over.

"The Auld Kirk" Whisky.

From The Glasgow Daily Mail.

An old Glenesk minister used to speak of claret as puir washy stuff, fit for English Episcopawlians and the like; of brandy as het and fiery, like thae Methodists; sma' beer was thin and meeserable, like thae Baptists, and so on through the whole gamut of drinks and sects; but invariably he would finish up by producing the whisky bottle, and, patting it, would exclaim, "Ah, the rael Auld Kirk o' Scotland, Sir! There's naething beats it."

THE COMMERCIAL WORLD

COFFEE.

From start to finish speculative interest in Saturday's coffee market was flat. Not a single trade was made, and at no time did prices change from the final figures of Friday.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	5.45@5.55
August	..	..	..	5.55@5.60
September	..	..	..	5.65@5.70
October	..	..	..	5.70@5.75
November	..	..	..	5.70@5.75
December	..	..	..	5.75@5.80
January	..	..	..	5.80@5.85
February	..	..	..	5.85@5.90
March	..	..	..	5.90@5.95
April	..	..	..	5.95@6.00
May	..	..	..	6.00@6.05

FOREIGN MARKETS.—Santos—Good average, 7$300. Hamburg—¼ pfennig lower; sales, 5,000 bags. Havre—Sales, 4,000 bags. January, 36.75; February, 36.75; March, 37; April, 37.25; May, 37.50; June, 37.75; July, 35.75; August, 35.75; September, 36; October, 36; November, 36.25; December, 36.50. Rio—Steady; No. 7, 7$500.

WOOL.

Current quotations of carpet wools, based on Wool Exchange official classification, are as follows: Foreign—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

LIVE STOCK.

BEEVES — Feeling steady; cable unchanged; exports, 874 cattle and 155 quarters of beef.

CALVES—No fresh receipts; 500 head on sale; nothing doing; market nominally lower; city-dressed veals, 7@8½c per lb; extra, 9c.

SHEEP AND LAMBS—Receipts, 4,015; 30 cars on sale; market extremely dull; prices 25@50c lower; 16 cars unsold; sheep, $2.75@$4.50; no choice stock sold; lambs, $4.75@$6.75, mainly $5@$6.25.

HOGS—Receipts, 3,288 head; none for sale; nominally weak at $4@$4.30.

TWO ROUGH RIDER RECRUITS.

Washington Telegram (June 30) to The Chicago Tribune.

Secretary Long exhibited the high regard he has for patriotic youths who sacrifice themselves for their country in a little incident which occurred in his office this afternoon. He shook hands cordially with William W. Merritt, whose brother, Lieut. Darwin R. Merritt, perished with the Maine in the harbor of Havana, and then secured the dead officer's brother admission into Roosevelt's regiment of Rough Riders.

Young Merritt, whose home is at Red Oak, Iowa, was anxious to have his family represented in one of the fighting branches of the Government, and set out from his home for Washington several weeks ago. Upon his arrival he fell in with Horatio C. Pollock of Chicago, an old acquaintance, with whom he called on Secretary Long to-day. Both expressed a desire to join Roosevelt's regiment, and Secretary Long encouraged them. He introduced them to Secretary Alger, and five minutes later both had been sworn in as privates, provided with transportation, and ordered to proceed to Tampa to join the division of the First Volunteer Cavalry Regiment, which remained there. They left at 10:30 o'clock to-night.

Secretary Long gave Merritt a letter to Roosevelt in which he suggested that the young man be given a commission in recognition of his brother's gallantry when the Maine was blown up, and it is probable that Col. Roosevelt will follow out the suggestion and go his former superior one better by giving Pollock a commission also. Mr. Pollock was the Assistant Superintendent of the free delivery division of the Chicago Post Office under Postmaster Sexton, but for several years has been a Deputy Revenue Collector in Arizona. When Roosevelt's regiment was being recruited Pollock was offered a Second Lieutenancy, but declined to accept because his presence was necessary in Washington. Having finished his business yesterday and meeting young Merritt, he was seized with war enthusiasm which culminated in his enlistment with the young Iowan to-day.

NEW RECORD IN COMMERCE

Our Exports for Eleven Months More Than Double the Imports.

MANY PRICES SHOW A DECLINE

Manufactures Show the Largest Falling Off Among Imports—Coffee Supplanting Tea.

WASHINGTON, July 3.—The detailed story of the most remarkable eleven months in the history of American commerce is told in the monthly summary of finance and commerce of the United States, just issued by the Bureau of Statistics, which makes its appearance this month earlier than at any date in the past four years. The record of eleven months of commerce, in which the exports are more than double the imports, in which more manufactures are exported than imported, and in which more gold is brought into the United States in payment for our surplus than in any preceding year in our history, is worthy of some detailed examination.

Of the $563,770,032 worth of articles imported into the United States in the eleven months ended June 30, $267,448,136 came in free of duty, thus 47.44 per cent. of the total imports were free of duty, while last year 49.94 per cent. were free of duty; in 1895, 49.62 per cent.; in 1892, 55.37 per cent.; in 1891, 43.35 per cent.; in 1889, 34.42 per cent.; in 1886, 33.39 per cent.; in 1884, 31.43 per cent., and in 1882, 29.06 per cent.

The total imports for the eleven months fell more than $100,000,000 below those of the corresponding months of the preceding year, the total for the eleven months of 1897 being $679,547,391. The greatest reduction in the imports, considered by classes, was in manufactured articles ready for consumption, which fell from $117,352,182 in the eleven months of 1897 to $75,930,142 in the eleven months of 1898; while of articles imported for use in manufacturing the falling off was very slight, the total for the eleven months of 1897 being $270,643,124, and that for the eleven months of 1898 $251,042,958.

Reduction in Prices.

Taking up the important articles imported, the examination of quantities and prices shows a marked reduction in the values of many articles. Of coffee, for instance, the importations in the eleven months of 1898 were 809,072,152 pounds, against 672,684,962 pounds in the corresponding months of the preceding year—a large increase in the number of pounds; yet the value for the eleven months of 1898 is set down at only $60,641,076, against $75,508,090 in the corresponding months of the preceding year. This remarkable increase in the importation of coffee is accompanied by a corresponding decrease in the importations of tea, which fell from 92,203,384 pounds in the eleven months of 1897 to 66,283,950 pounds in the eleven months of 1898. Foreign cotton continues to come in in increased quantities, though at reduced prices, the importation of cotton for the eleven months of the present year being 49,433,524 pounds, against 46,204,885 pounds in the corresponding months of last year, while the value for this year is set down at $4,709,368, against $5,291,510 in the corresponding months of the preceding year.

It is in manufactures that the falling off in importations is most apparent. The importations of manufactures of cotton in the eleven months amount to $25,613,862, against $30,947,718 in the corresponding months of last year; earthenware and chinaware fell from $8,735,704 in eleven months of 1897 to $6,076,661. Manufactures of fibers, such as bagging, burlaps, cables, binding twine, &c., fell from $27,732,303 in eleven months of 1897 to $19,547,954, while the unmanufactured fibres for use of our manufacturers increased from 184,029 tons in the eleven months of last year to 229,803 tons this year.

More Hides Were Imported.

Increased activity of the manufacturers of the country is further shown by the fact that there is a large increase in importations of raw hides, but no increase in importations of leather or manufactures of leather. The importations of hides during the eleven months of the present year amounted to 221,514,571 pounds, against 173,886,120 pounds in the corresponding months of last year, while in leather and manufactures of leather there was in each case a reduction in the importations during the same period. Another evidence of the activity of the manufacturers in the present year is found in the fact that importations of raw silk are nearly double those of the corresponding months of last year, the value in the eleven months of the fiscal year 1898 being $30,121,362, against $17,268,746 in the eleven months of last year, while the imports of manufactures of silk are this year slightly less than those of last year.

Of sugar the importations are this year very much less than in the corresponding months of last year, owing doubtless to the large anticipatory importations just prior to the enactment of the present tariff law. The total importations of sugar in the eleven months of the present year amount to 2,359,863,532 pounds, against 4,210,353,237 pounds in the corresponding months of last year, the importations in the month of May alone being less than one-half those of May of last year.

There has been a great decrease in the importations of sugar from Germany, Austria-Hungary, Belgium, and the Netherlands. Germany's imports fell from 1,297,931,539 pounds in the eleven months last year to 37,696,766 pounds in the eleven months of 1898; Austria-Hungary from 91,121,191 pounds to 715,500 pounds, and the Netherlands from 22,705,164 pounds to 2,308,083 pounds. The total importations of manufactures of iron and steel fell from $14,705,097 in the eleven months of last year to $11,735,475 this year, while during the same months our exportations of iron and steel increased from $52,187,175 to $63,235,029. Thus our exportations of manufactures of iron and steel in the present year are more than five times as much as our imports of iron and steel. Of tin plate the imports for the eleven months of the present year are only 163,408,381 pounds, against 215,233,427 pounds in the corresponding months of last year, thus making it apparent that the total importation of tin plate for the full fiscal year will be less than one-half that of 1896, less than one-third that of 1893, and less than one-fifth that of 1891.

GOOD REPORT OF A SAILOR BOY.

He Is on the Boston, and Capt. Wildes Wrote It to His Mother.

From The Baltimore American.

Mrs. E. S. Mitchell of 1,937 Edmondson Avenue has received a letter from her son, F. Harold Covington, who is on the cruiser Boston, with Admiral Dewey's fleet. The letter is dated "U. S. S. Boston, Port Cavite, May 20, 1898." The young sailor was in the battle of Manila with the ship. In his letter he says:

"I am getting to be a regular old veteran now, but I would give most anything for one of your old corn pones and a beefsteak. We have any quantity of fruit, pineapples, bananas, and the most delicious mangoes I ever saw anywhere; but the only substantial food we have is sea biscuit, coffee, and canned meats—excellent food, beyond doubt, but one does not like to live on it altogether.

"I wish we had a little of the cold weather I have often kicked about during the Winters at home. I have not seen anything below 112 degrees since we came here, except after sunset, when we invariably have a cooling breeze, and during the night makes sleep possible. We cannot go ashore now."

Mrs. Mitchell wrote to the commander of the Boston for her son's record so far. The reply was from Capt. Frank Wildes, who said:

"It gives me much pleasure to tell you that your son is a very fine young man, and has my entire trust and confidence. He is loyal to his ship and to his flag, is always ready and willing, and is of excellent conduct and behavior. His record follows: Proficiency in rating, 5; seamanship, 5; gunnery, 5; marksmanship and small arms, 5; sobriety, 5; obedience, 5. No offenses during the quarter. The highest mark is 5, the lowest 0. No one aboard has a better record than this. There are many and great temptations to a young man on this station. So far as I know your son has chosen his line of action, and follows it without fear or favor. Frank Covington's mother may be proud of her son. He will do well anywhere. The best thing about him is he is honest and true."

Covington has been on the Boston for three years.

BEWARE DEADLY ICE CREAM.

It Contains Millions of Microbes if It Is Like That Sold in London.

Another London lad—living in Kentishtown—has fallen a victim to the deadly fascination of "hokey-pokey" sold by an itinerant Italian, and within the last few hours a Coroner's jury has return a verdict "in accordance with the medical testimony and directing the attention of the local sanitary authorities to the case." Another child is lying ill from the same cause; there may be others. Only last week (writes a representative of The St. James's Gazette) my attention was called to ice-cream dangers from a rather different standpoint—that of the authorities themselves. In St. Olave's district, Southwark, a vendor was summoned for adulteration, and the magistrate dismissed the case on the ground that the act (Food and Drugs act) did not apply. Whether the Public Health act could be used is doubtful, and the position therefore is that these unwashed immigrants can deal in death at a halfpenny a glass, and that all the power of the British Constitution cannot touch them.

To ascertain whether death really does lurk in the leaden or zinc pots of the ice cream barrow I have consulted three witnesses—the clerk to the St. Saviour's (Southwark) Guardians; Dr. Harris, Medical Officer of Health for Islington, and Dr. Klein, the great bacteriologist. The first of these gentlemen has written to the Home Secretary officially drawing his attention to the situation, and he generally confirms me as to the legal difficulties in the way of dealing with these foreign poison sellers. Dr. Harris went more deeply into it from the scientific point of view. The materials used are, he told me, generally fairly satisfactory, even the eggs being passably fresh. The dangers lie (1) in the surroundings where the stuff is made and kept; (2) in the water used for washing glasses, &c., and (3) in the towels and rags for the same purposes. I may pass over a case of food being actually seized under the bed of a patient suffering from acute typhus as exceptional, but it is unhappily common for these Italians, whose homes and persons are foul and whose habits are filthy, to keep the ice cream from day to day in their domestic dens. Dr. Harris, too, made another unpleasant revelation. Eggshells unbroken have a marketable value as targets in rifle galleries. The ice cream maker therefore never breaks an egg, but blows it with his mouth, regardless of the fact that his lips are often infected with terrible diseases.

As to the microbes and bacilli, let Dr. Klein's report, which lies before me, speak. He had under examination six samples—four of water and two of cream ices—taken from barrows in North London. The owners' names or addresses I have. In No. 1 sample the microscope showed a large number of almost uncountable colonies of bacteria in a fraction of a droplet. "The number of colonies of bac. coli (a normal inhabitant of excremental matter) is not inferior to that obtained from sewage." No. 2 contains an enormous number of bacteria; 1,200 part of one cubic centimeter used for plate cultivation, yielded several thousand colonies! Among these were bac. coli again, the microbe of putrid decomposition (proteus vulg.)—and sundry sewage microbes, "from which," says Dr. Klein, "I conclude that this sample was practically the same as sewage." In No. 3 the predominating microbe was the microbe of putrid decomposition; and in No. 4 a streptococcus of which the analyst could not at the moment say what the species was, as the examination was not finished. Sample 5, which Dr. Klein describes as "a thick yellowish-white gluey material," was rich in our old friend bac. coli, and another beast closely resembling the bacillus of typhoid—"at any rate it belonged to the same family." The last sample, "a yellow frothy soft material of the consistency of thick paste," is equally happy in being inhabited by "an extraordinary number of colonies," of the putrid decomposition microbe, and a non-liquefying bacillus of the typhoid family!

There is no need, surely, for other testimony. Even those of us who have never tasted the dear delight of a street-barrow ice can hardly afford to smile at the knowledge that the Italian colony is sending forth from its lairs round Saffron Hill such an appallingly deadly commodity to be eaten by thousands every day throughout the length and breadth of London. The application of the Food and Drugs act would be difficult, for, as Dr. Harris points out, there is no standard for ice cream and none can say of what it should legally consist, and there is nothing in the Public Health act whereby the sale can be prevented or the manufacture controlled. The Local Government Board, however, could introduce legislation which would empower the authorities to register the vendors and to make by-laws regulating the conditions under which the ices are made and sold. The facts are not as widely known as they ought to be; but the main fact—that deaths have occurred and do occur from ice cream sold in the streets—is notorious, and it is high time that some practical step should be taken.

SOMETHING LIKE A TRICK.

New Explanation of Indian Jugglers' Marvels—They Hypnotize Their Witnesses.

In illustration of the practice of illusions in Eastern lands, The Humanitarian publishes the following: "When in India, I made the acquaintance of a juggler who tried to instruct me in his tricks. He said that it was all imaginary on the part of the spectators, as he simply willed that they should see those things. Yet I, in common with Western nations, was too animalized, sensual, and materialized by flesh-eating and consumption of alcohol to retain or accept any deep spiritual teaching. The most exciting performance that he gave for my amusement was the converting of a bamboo stick into a native servant, who waited at table and supplied our wants. Afterward—in his absence—I tried it, and to my surprise the same man was before me asking for instructions. I directed him to fill the chatties in the veranda with water from the well in the compound. This he proceeded to do. When he had filled them all to overflowing, I requested him to stop. He, however, took no notice of me, and went on stolidly bringing in the water, until in my excited imagination it seemed that the bungalow would be washed away. Finding that I could not arrest or stop his movements, he passing through me as though I did not exist, I drew my sword and lay in wait for him. Making a slash, I apparently cut him in twain, when, lo! there were two men bringing in the water, neither of whom could I restrain or prevent from doing so. I was completely out of my depth when I heard a quiet laugh behind me, and on turning I found it was my instructor, who held up his right hand and the two men disappeared, the stick resuming its place in the veranda; and, to crown all, there was not the slightest sign of any water having been brought in.

"I excitedly appealed to him for an explanation. He said that he had been present all the time, having willed that he should be invisible to me and that I should imagine myself to see and do what I thought had taken place. In order to prove it, he asked me to step out into the compound and directed my attention to a large cavern, which I knew was not there before. As I entered, a number of huge elephants and camels issued from it in a continuous stream, yet I could not touch one of them. They apparently passed over men as though I did not exist. He again raised his hand, and the cavern and animals disappeared."

Railroad Commission in Arkansas.

From The Little Rock (Ark.) Gazette.

Two years ago the Democratic State Convention declared in favor of a Railroad Commission. The Legislature did not enact a law creating one, but submitted the question to the people in the shape of an amendment to the Constitution. The convention on Tuesday indorsed the amendment, and should the people ratify it no doubt the next General Assembly will carry its provisions into effect. The question is now wholly in the hands of the people. It has been discussed and talked about for years. Every elector ought to be able to cast an intelligent vote on the proposition.

HELP WANTED—MALES.

TEACHER.—Wanted for September, superior teacher of piano, gentleman, who has had successful experience as choirmaster and organist, for first-class boys' school; must be single and American; also gentleman for first-class boys' school for drawing and painting. Apply to Mrs. I. Young-Fulton, American and Foreign Teachers' Agency, 23 Union Square, New York.

WANTED.—Agents for "Our Naval War With Spain"; profusely illustrated; only authentic book to be published; free outfit now ready; act quick. National Pub. Co., 114 5th Av., N. Y.

WANTED.—A young man of enterprise and ability to solicit advertisements for a leading New York paper. E., Box 161 Times Office.

IN THE REAL ESTATE FIELD

To-day's only auction offering involves the tract of 1,840 lots known as the Jane Robert estate, situated in the Thirtieth Ward of Brooklyn, and bounded by Eighteenth and Twenty-second Avenues and Sixty-sixth and Seventy-third Streets. The sale will be conducted by the Jere Johnson, Jr., Company on the premises, and will begin at 1 P. M.

REAL ESTATE AT AUCTION.

JERE JOHNSON, JR., AUCTIONEER

REMEMBER

that the sale by order of the devisees of the 1,840 lots known as the

JANE ROBERT ESTATE

18th and 22d Avs., Brooklyn, takes place at 1 o'clock on the premises

TO-DAY.

HOW TO GO:

* Take either the Court St. or 3d Av. line (Coney Island cars) of the Brooklyn Heights R. R. Co. at Park Row, Manhattan, or intermediate points in Brooklyn, and get off at 18th Av. Fare five cents from any point. To accommodate those living in Brooklyn special trolleys will be also run from the Brooklyn City Hall at 11, 11:30, 12, 12:15, and 12:30.

BOTH OUR OFFICES, 189 MONTAGUE ST., BROOKLYN, AND 169 BROADWAY, MANHATTAN, WILL BE OPEN THIS MORNING FROM 9 TO 11 A. M. FOR THE DISTRIBUTION OF COMPLIMENTARY PASSES AND TO FURNISH ADDITIONAL INFORMATION.

JERE. JOHNSON, JR., CO.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read

REAL ESTATE,

10 Wall and 9 Pine St. 1 Madison Av.

BROKER. APPRAISER.

MONEY TO LOAN
ON BOND AND MORTGAGE
AT 4, 4½, AND 5 PER CENT.
THOMPSON & PALEN, 55 LIBERTY ST.

EXCURSIONS.

SAVE HALF HOUR.

Shortest and Quickest Route to

CONEY ISLAND, MANHATTAN BEACH, WEST BRIGHTON,

AND

SHEEPSHEAD BAY RACE TRACK.

38 MINUTES ACTUAL TIME VIA

39th St., Brooklyn, Ferry,

From foot of Whitehall St., at Battery. Terminus of all Elevated Roads, Broadway, and Belt Line Cars.
CONNECTING WITH
LONG ISLAND R. R.,
CULVER, & MANHATTAN BEACH DIVISIONS.
ROUND TRIP TO CONEY ISLAND, 20c.
ROUND TRIP TO MANHATTAN BEACH, 40c.
ALL STEAM EXPRESS TRAINS.
NO STOPS. NO CROWDING.
BOATS EVERY 20 MINUTES.

"AMERICA'S PLEASURE GROUNDS."

A GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners à la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE (Subject to Change)—STEAMERS LEAVE Cortlandt St. piers 8.45, 10.00, 11.00 A. M., 12.00 M., 1.3, 2.30, 3.30, P. M. So. 5th St., Brooklyn 9.00, 10.20, 11.0 A. M., 12.20, 1.50, 2.50, 3.50 P. M. East 22d St., 9.20, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15 P. M. LEAVE GLEN ISLAND 11.00 A. M. for 22d St. and Cortlandt St., 12.0 M., 1.0 P. M. for Cortlandt St. only, 3, 5, 6, 7, P. M. for all landings. EXTRA BOATS SUNDAYS.
EXCURSION 40 CENTS.
Including Admission to all Attractions.

Spend the Fourth on the Hudson.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday)
BY PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex)....8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" New York, West 22d St. Pier.....9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.

UNUSUAL ATTRACTIONS

JULY 3d AND 4th.

Trains leave New York, foot of 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, (12:40 P. M. on race days, C. I. J. C.) 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M. Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, (12:20, 12:40 on race days C. I. J. C.) 1:00, (1:20 on race days C. I. J. C.) 1:40, (2:00 on race days C. I. J. C.) 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M.
EXCURSION TICKETS 40 CENTS.

CONEY ISLAND.

CULVER ROUTE.

From 39th St. (Brooklyn) Ferry.

Ft. Whitehall St. (Battery), N. Y.

Boats Connecting with Express Trains. No Stops.

Leave Daily, 7:00 (except Sunday,) 8:00, 9:00, 10.00, 11:00 (11:30 Sundays only,) A. M., 12:00 noon, (12:20 Sundays only,) 12:40 (except Sundays,) 1:00 and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

FARE 10 CENTS.

FOURTH OF JULY AFTERNOON

EXCURSION TO

WEST POINT.

STEAMER MARY POWELL.

Leaves Desbrosses St. 1:45 P. M., West 22d St. 2 P. M., arriving at West Point 4:30 P. M. Returning on any of the West Shore Railroad trains. This will give passengers ample time to see cadets in camp, dress parade, &c. Fare for the round trip, $1.00.

FURNISHED ROOMS.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 59th St. L station and Central Park. Address S. E., Box 191 Times Office.

SITUATIONS WANTED—FEMALES.

Cooks.

COOK.—By a competent, reliable woman, (35,) as good cook in a private family only; makes all kinds hot breads, soups, fish, meats, entrées, jellies, creams; faithful, honest, willing; nine years' experience; reference; city or country. 349 8th Av., near 28d St.

SITUATIONS WANTED—MALES.

Coachmen.

COACHMAN.—Married; city and country; 3½ years in last place; excellent driver; strictly temperate; willing and obliging; prompt and reliable; thoroughly understands horses, harness, and carriages; object steady place; first-class personal and written references. Casey, 360 West 53d St.

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR
SARANAC LAKE and LAKE PLACID,

8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:13 A. M., over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT. T. E. KRUMBHOLZ.—Lve N. Y. C., G. C. S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE. Lve N. Y., G. C. S., 8:33 AM., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE. G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND. Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

ADIRONDACKS, HOTEL CHILDWOLD.

CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

ADIRONDACKS.

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BLUE MOUNTAIN LAKE.

PROSPECT HOUSE.

Reached by New York Central and Delaware and Hudson R. R.
W. T. GRAFF, Manager.

ADIRONDACKS.

WAWBEEK, ON UPPER SARANAC LAKE,
OPEN JULY 1 TO OCT. 1,
Under New Management.
INDIAN CARRY GOLF LINKS, (9 Holes.)
For booklet address J. BEN HART, Proprietor, Wawbeek, Franklin Co., N. Y.

Rocky Point Inn.

Head of Fourth Lake, Fulton Chain,
ADIRONDACKS.
PICTURESQUE AND POPULAR.
Now open. Special rates for June and September. For illustrated folder, &c., address ROCKY POINT INN CO., Old Forge, N. Y.

SOMERVALE.—A quiet, country home in the ADIRONDACKS; 5 miles Lake Champlain; 8 hours city; 17th season. Address BUCK MANSION, Crown Point, N. Y.

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PINE RIDGE HOUSE, West Lebanon, N. H. Surrounded by a large grove of beautiful pines, and overlooking the valleys of the Connecticut and White Rivers. Sanitary drainage; modern improvements. Accommodations 100; Terms Low.

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Charming location, fishing, boating, and bathing.
Booklet of views, &c., of
H. W. BUCKELL, Lake George, N. Y.

New Jersey.

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Ocean front. NOW OPEN. Select family and transient hotel. Special rates for July. Illustrated booklet.
J. C. VAN CLEAF, Proprietor.

LONG BRANCH, N. J.
HOWLAND HOTEL AND SCARBORO
Now open—Season of 1898.
GEO. A. P. KELSEY, Prop.

Somerset Inn,

& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.
ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

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"Long Island," an illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding houses on Long Island, free upon application, at 113, 950, 1,313 Broadway; ticket offices foot of East 34th St. and James' Slip, foot New Chambers St., New York; 333 Fulton St., Eagle Summer Resort Bureau, and Flatbush Av. station L. I. R. R., Brooklyn, or send (6) cents in stamps for "Long Island," or (4) cents for "Summer Homes," to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, New York.

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G. DE WITT, Manager.

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Quaker Hill, Dutchess Co., N. Y.
OPENS JUNE 18. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
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AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

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Opens June 25th under new management. Send for illustrated pamphlet.
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Now open for 1898; high ground; no malaria; free omnibus from station, baths and springs. For terms address D. L. FETHERS, Prop.

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FIFTH AVENUE HOTEL,

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AMERICAN AND EUROPEAN PLANS.
The most famous representative hotel in America. New as the newest. Always fresh and clean. The location on Madison Square is the finest in the city.
HITCHCOCK, DARLING & CO.,
Cable Address "Fifth." Proprietors.

SURROGATE NOTICES.

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

MARTIN, MARY J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MARY J. MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Man & Protheroe, No. 56 Wall Street, in the City of New York, on or before the 12th day of July next.—Dated New York, the 8th day of January, 1898. KATHARINE T. MARTIN and ALRICK H. MAN, Executors. MAN & PROTHEROE, Attorneys for Executors, 56 Wall Street, New York City. ja10-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6wM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City. ja31-1aw6mM

PRYIBIL, PAUL.—In pursuance of an order of Hon Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against PAUL PRYIBIL, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business of the estate, at the offices of Deyo, Duer & Bauerdorf, No. 115 Broadway, in the City of New York, on or before the 10th day of July next.—Dated New York, the 3d day of January, 1898. ALBERT PRYIBIL, WILLIAM HOFFMANN, PHILIP HOFFMANN, Executors. DEYO, DUER & BAUERDORF, Attorneys for Executors, No. 115 Broadway, N. Y. City. ja3-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

LEGAL SALES.

THIRTEENTH STREET.—District Court of the United States for the Southern District of New York.—In the Matter of JOHN H. VALENTINE, bankrupt.

In pursuance of an order herein, entered in this court and dated June 18th, 1898, I will sell at public auction at the salesroom, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on the 11th day of July, 1898, at noon, by Peter F. Meyer, auctioneer, all my right, title, and interest as assignee in bankruptcy of said JOHN H. VALENTINE, in and to all that certain lot, piece, or parcel of land, with the building and improvements thereon erected, situate, lying, and being in the Borough of Manhattan, in the City, County, and State of New York, and bounded and described as follows: Beginning at a point on the southerly side of Thirteenth Street distant one hundred and thirty-five (135) feet westerly from the southwesterly corner of Broadway and Thirteenth Street, running thence southerly at right angles to Thirteenth Street eighty-nine feet, (89;) thence southwesterly twenty-six (26) feet, to a point distant ninety-six (96) feet and three (3) inches southerly from the said southerly side of Thirteenth Street; thence northerly and again at right angles to Thirteenth Street ninety-six (96) feet and three (3) inches to the southerly side of Thirteenth Street, and thence easterly along the southerly side of Thirteenth Street twenty-five (25) feet to the point or place of beginning, being the premises known by the street Number 56 East Thirteenth Street, and the same premises which were conveyed by Abraham Valentine and Hannah Valentine to Abraham Gilbert Valentine by deed dated June 4th, 1845, and recorded in the office of the Register of the City and County of New York on the 12th day of June, 1845, in Liber 464 of Conveyances, Page 64.
WM. FORSE SCOTT, Assignee.
WM. FORD UPSON, Attorney for Assignee, 59 Wall Street, Manhattan, New York City.

SUMMONSES.

NEW YORK SUPREME COURT, COUNTY OF New York.—BURTON E. GREENE, plaintiff, against NU-BROOM COMPANY, defendant.—Summons. Trial desired in New York County.

To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.—Dated May 20th, 1898.
ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau Street, Borough of Manhattan, New York City.

To the defendant, Nu-Broom Company: The foregoing summons is served upon you by publication pursuant to an order of Hon. J. F. Daly, a Justice of the Supreme Court of the State of New York, dated the 15th day of June, 1898, and filed with the complaint on the 16th day of June, 1898, in the office of the Clerk of the County of New York, at the County Court House in the said county.—Dated June 18th, 1898.
ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau St., Manhattan Borough, New York City.
je20-1aw6wM

"ONE DOLLAR PER YEAR.

The New York Times Saturday Review of Books and Art,

a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.

Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.

Books reviewed often from advance sheets; all the important books reviewed.

Reports of sales of books at auction in New York, Boston, and London compiled by experts.

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The best and cheapest literary publication in America.

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INSTRUCTION.

THE ETHICAL CULTURE SCHOOLS,
109 West 54th St. 669 Madison Av.
Kindergarten, Primary and Elementary Grades, High School, Kindergarten Normal Department. Examination for free scholarships Sept. 19th.
JOHN F. REIGART, Supt.

The Ossining SCHOOL FOR GIRLS, Sing-Sing-on-the-Hudson.
Miss C. C. Fuller, Prin. 31st year begins Sept. 21st.

The Misses Ely's School for Girls,
RIVERSIDE DRIVE,
85th and 86th Streets, New York.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.

PALACE IRON DAY-LINE STEAMERS
"NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St. (by Annex) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" " West 22d St. Pier.....9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

Grand Fourth of July Trips

On Same Schedule.

CATSKILL EVENING LINE.

Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day, at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect.
Bicycles free. Horses and carriages taken.
Descriptive folder mailed free.

Albany Evening Line.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON. On July 4th will leave on Saturday's time.

RAMSDELL LINE FOR NEWBURGH, CALLING at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N. R., 3:30, Sundays, 9 A. M.; 132d St., N. R., 9:30.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

TRAVELERS' GUIDE—SHIPPING.

NORTH GERMAN LLOYD

FAST EXPRESS SERVICE.
SOUTHAMPTON, LONDON, BREMEN.
Kaiser Wilhelm der Grosse, Tues., July 5, 2 P. M.

Lahn, Tu., July 12, 10AM	Lahn, Tu., Aug. 9, 10 AM
Trave, Tu., July 26, 10AM	Kai. W. d. G. Aug. 16, 2 PM
Saale, Tu., Aug. 2, 2 PM	Trave, Tu., Aug. 23, 10 AM

TWIN SCREW PASSENGER SERVICE.
SOUTHAMPTON, LONDON, BREMEN.
Koenigin Luise..........Thursday, July 7, 9 A. M.
Bremen..................Thursday, July 14, Noon
GIBRALTAR, NAPLES, GENOA.

Kai. W. II., July 9, 10 AM	Aller.......Aug. 6, 9 AM
Ems.......July 23, 9 AM	Kai. W. II., Aug. 20, 8 AM

OELRICHS & CO., 2 BOWLING GREEN.

HAMBURG-AMERICAN

TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG

F. Bism'ck, July 28, 9 AM	F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM	A. Victoria, Sept. 8, 9 AM

Twin Screw Service, N. Y.—Hamburg Direct

Pretoria, July 9, 9:30 AM	Phoenicia, July 30, 2 PM
Patria, July 16, 3:30 P. M.	Pennsylvania, Au. 6, 9 AM

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN AND RED STAR LINES

*NEW YORK—QUEENSTOWN—SOUTHAMPTON
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing these services are either British or Belgian.
Every Wednesday and alternate Saturday at noon.

Westernland......July 6	Noordland..........July 20
*Berlin..........July 9	*Chester...........July 23
Kensington.......July 13	Friesland..........July 27

INTERNATIONAL NAVIGATION COMPANY,
Piers 14 & 15 North River. Office, 6 Bowling Green.

ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON.
ALL TWIN SCREW STEAMERS.

MOBILE	July 9
MASSACHUSETTS	July 16
MANITOBA	July 23
MINNEWASKA	July 30
MOHAWK	Aug. 6

ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

ANCHOR LINE.

GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.

Furnessia, July 16, Noon	Anchoria, July 2, Noon
Ethiopia, July 23, Noon	Furnessia, Aug. 20, Noon

Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Britannic, July 6, Noon	Teutonic, Aug. 3, Noon
Majestic, July 13, Noon	Britannic, Aug. 10, Noon
Germanic, July 20, Noon	Majestic, Aug. 17, Noon
Cymric, July 27, Noon	Germanic, Aug. 24, Noon

Saloon rates, $65 and upwards, according to Steamer and accommodation selected; Second Cabin, $45.00 and upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

HOLLAND-AMERICA LINE

FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.
S. S. Spaarndam, Saturday, July 9, 10 A. M.
S. S. Maasdam, Saturday, July 16, 10 A. M.
Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.

Servia, July 5, 9 AM	Umbria, July 23, 9 AM
Etruria, July 9, 10 AM	Aurania, July 30, Noon
Campania, July 16, 2 PM	Lucania, Aug. 6, 9 A M

VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

DIRECT LONDON SERVICE.
Wilsons & Furness-Leyland Line, Ld.

Victoria..........July 16	Alexandra..........July 30
Boadicea..........July 23	Winifreda..........Aug. 6

New 10,000-ton modern steamers. Superior accommodation for saloon passengers. Elegant music, Smoking and dining saloons.
SANDERSON & SON, Agents, 22 Broadway.

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PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong.
Steamers leave San Francisco.
CITY RIO JANEIRO, via Honolulu..........July 16
GAELIC, via Honolulu..........July 26, 1 P. M.
DORIC, via Honolulu..........Aug. 13, 1 P. M.
BELGIC, via Honolulu..........Sept. 3, 1 P. M.
PERU, via Honolulu..........Sept. 13, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU,
Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—RAILROADS.

NEW YORK, ONTARIO & WESTERN RY.

Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska. Parlor cars.

9:15 A. M.—Mountain Express to Liberty and intermediate stations, Lake Kiamesha and White Lake. Parlor cars.

1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, and White Lake. Parlor cars.

3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk, Minnewaska, Kiamesha, and White Lakes. Parlor cars.

6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

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THE FOUR-TRACK TRUNK LINE.

9 HOURS TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Train is limited to its seating capacity.

8.33 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

9.40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.

10.00 A. M.—NORTH SHORE LIMITED. Daily, 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL, Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.

5.00 P. M.—LAKE SHORE LIMITED, Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.

6.00 P. M.—WESTERN EXPRESS, Daily—for Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6.25 P. M.—NORTHERN EXPRESS, Daily—for Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

7.40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL, Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.00 P. M.—SPECIAL LIMITED MAIL, Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

9.15 P. M.—PACIFIC EXPRESS, Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

12.10 Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains.

Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, GEORGE H. DANIELS,
General Superintendent. General Pass. Agent.

WEST SHORE R. R.

Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot of Franklin St.:

A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskills, and Albany.

C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station, A, 9:45 A. M., B, 11:20 A. M. C, 3:35 P. M.

Time Table at principal hotels and offices.

C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN

Stations in New York foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9.00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9.15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2.00 P. M.—Vestibuled limited—Fast mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.

7.30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9.15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

TICKETS, LOCAL TIME CARDS, AND PULLMAN ACCOMMODATIONS at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK AND LONG BRANCH RAILROAD.

SUMMER SCHEDULE.

All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.

TRAINS LEAVE NEW YORK AS FOLLOWS:

From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20 (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.

From Foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:55, *4:45, 5:30, 6:15, 8:00 (Saturdays only) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.

From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, *3:50, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.

From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *3:20, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

*Denotes express trains.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, J. R. WOOD,
General Manager. General Pass'r Agent.

Central Railroad of New Jersey

Anthracite coal used exclusively.
Four tracks. "Electro Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:10 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only,) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00, A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.

From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:35, 8:25, 8:40, 8:55, 9:05, 9:20, 9:35, 10:00, 10:15, 10:45, 11:05, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 158 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday,

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals à la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:30, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) and coal branches. Chair car to Mauch Chunk.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.

Leaves New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. ‡Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:30 P. M., *1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.

WASHINGTON, BALTIMORE, †7:35, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:30, (Diner,) *5:55 P. M., and *12:15 night. NORFOLK, 11:30 A. M.

NEW ORLEANS, *4:35 P. M., (through sleeper.)

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,394 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 335, 844 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

IN HENRY GEORGE'S MEMORY

Monument to Him Unveiled in Greenwood Before a Large Crowd.

ADDRESS BY REV. DR. McGLYNN

The Philosopher's Two Great Works Are Each a Poem and a Prayer, the Preacher Said—John S. Crosby's Tribute.

In the presence of a crowd which covered Ocean Hill, in Greenwood Cemetery, a monument to Henry George was yesterday unveiled by the Rev. Dr. McGlynn. The exercises, which were to have begun at 3 o'clock, did not begin until 4, yet, although the heat was nowhere so fierce as on the unshaded hill, the crowd waited patiently and uncomplainingly. The peculiar personal devotion which has always characterized the followers of Henry George was shown in the intense expression of the faces and in the reverent way in which they received the eulogies, as if they were listening to a gospel.

The crowd was made up of the social extremes noticeable in all the gatherings of George men, but workingmen predominated. One bent, toil-worn, and very old man struggled feebly to the front of the crowd, trying vainly to get a glimpse of Dr. McGlynn. At last, moved by the expression of uncomplaining disappointment on the old face, two strong-armed workingmen lifted him upon a railing. He caught a glimpse of the doctor's face, and dropped back with a satisfied and reverent look, which remained with him during the rest of the exercises.

Fashionably dressed men and women were also in the crowd in large numbers, and about a third of the audience were women. There did not seem to be a curiosity-seeker in the crowd, and the faces of rich and poor alike wore the same expression of reverence. All were followers of Henry George, and many of them were representatives of labor organizations.

Richard F. George, the dead writer's son, and the sculptor who created the monument, was present. The exercises began with the unveiling, which was done without formality. Dr. McGlynn simply stepped forward and unveiled the monument, which has already been described in THE NEW YORK TIMES.

What Dr. McGlynn Said.

Charles Frederic Adams, who presided, made a short introductory address, and then Dr. McGlynn spoke, in part, as follows:

"The ground upon which we stand is sacred; the day is sacred, and the purpose for which we come is sacred. Under this sod lies a heart that beat as human heart rarely beat with sympathy for human suffering, the heart of a king among men; a man whose face and form, whose dome-like head proclaimed him one of nature's most favored children; a man who riveted to himself, as with hooks of steel, myriads, vast multitudes, throughout the world.

"The work that we are doing to-day in unveiling this monument is but a presage of what the world will soon do in many a place; first of all wherever is spoken this English speech of ours, and later in lands of diverse speech, when the masses of mankind shall find their perfect emancipation. We here assert our right to call ourselves the friends, the admirers, and all but worshippers of Henry George. [Applause.]

"This man, whose mortal part makes dear to us this bit of earth, has suffered obloquy and persecution, but to him, unlike most great reformers, it has been permitted to see in his lifetime the dawning of the better day of which he was one of the harbingers. Was his plan merely the bringing about of a state in which there should be an hour or two less of labor in a day? Was it merely the attainment of material things for which he labored and, we may say, died on the battlefield? He was a man who had a vision to teach an unbelieving age the eternal verities. His two great works are not merely text books of political economy; they are each of them a poem and a prayer. [Applause.]

"This man taught us, even some of us clergymen, to read a deeper meaning in the Lord's Prayer. [Applause.] He taught us, when we say, 'Give us this day our daily bread,' to ask not so much for good things for ourselves as for equal opportunities for all our brethren. A hundred years from now men shall come and reverently view his sculptured features here, and when we shall be beneath the sod other generations will take up the work that he began, and they shall envy us who are the custodians of his grave. This beautiful spot in the heart of the great city that shall be the world's metropolis is a singularly happy place for the pilgrimages that here shall come to venerate his name, to honor his memory, and that shall pledge those who come to the maintaining of the work that he died to begin."

John S. Crosby's Remarks.

John S. Crosby was the next speaker. After paying a tribute to Henry George he eulogized his doctrines, saying that George himself would wish such a use to be made the occasion.

"If he could speak to you to-day," he said, "he would tell that rather than have the most magnificent mausoleum ever erected to the memory of man and have the people care nothing for this great reform, he would be buried as Moses was, where no man could finding his resting place.

"Our soldiers have gone forth bravely and have proved to us that they are as brave as their fathers were. But when I think of those brave boys, and remember that the wives of 500 of them here in New York have had to petition for charity to keep them from starvation or eviction, I think it is a question whether a country, if such conditions are to continue, is worth fighting for. [Applause.] If I were on the battlefield and at home my wife was starving and I knew that if I died my children might have to beg, it seems to me my hand would tremble and I would question whether I was fighting in a just cause."

Mr. Crosby spoke of the adoption of the single tax by New Zealand as a proof that the George doctrines were spreading. In inveighing against the present land system he said:

"The Ten Commandments have been perverted to read: 'Honor thy father and thy mother, that thy days may be long in the land which the Lord thy God giveth, not to thee, but to John Jacob Astor, his heirs and assigns forever.'"

Mr. Crosby closed with a strong appeal to his hearers to take up the reform advocated by Henry George and carry it to victory.

The last speaker was Edward McHugh. Among the organizations which sent delegations were the following: International Union of Type Founders, Electrical Workers of St. Louis, No. 1; District Assembly No. 49, K. of L.; District Assembly No. 220, K. of L.; District Assembly No. 75, K. of L.; Manhattan Single Tax Club, Carpenters and Joiners' Union, No. 471; New Rochelle Single Tax Club, Straw Hat Makers, No. 7,168; Bluestone Cutters, K. of L., New York; Brooklyn Single Tax League, Metal Polishers' Union, No. 1, Brooklyn; Typographical Union No. 6, Local Assembly 1,067 of District Assembly No. 49; Single Tax Club of Paterson, N. J.; Ship Calkers' Union No. 9,322, K. of L.; West Side Single Tax Club, and Typographia No. 7. Among those present were Dr. Montague R. Leverson, who was one of Mr. George's early supporters in California, and John J. Bealin, head of the State Employment Bureau.

SHOT BY A POLICEMAN.

Man Identified as a Supposed Burglar Tries to Escape.

The family of James Campbell, a dairyman, who lives at Nelson Avenue and Orchard Street, were aroused at 4 o'clock yesterday morning by the noise of a man attempting to break open a window of the house. Campbell went to the window, and seeing a man running away, gave chase and followed him for several blocks.

Sergt. Patrick H. Marron of the High Bridge Station, who lives opposite Campbell's house, was aroused, and went to the house. While Mrs. Campbell was explaining what had occurred, Campbell returned and said the man he had been chasing was talking to two men on the street a few blocks away. Marron went to the spot and arrested the man pointed out, who gave his name as James H. Reilly, and said he lived at 2 Dock Street.

Reilly denied his guilt, and refused to go to the station. When Marron attempted to drag him there, he broke away and ran. Marron, after warning the fugitive to stop, drew his revolver and fired. The ball struck Reilly in the right shoulder. His injury was dressed at the Fordham Hospital. He was arraigned later in the Morrisania Court and held in $1,000 bail for examination.

THE CENTRAL LABOR UNION.

Delegates Winston and Pallas Exonerated of Bribery Charge and Assemblyman Maher Censured.

A committee of the Central Labor Union that had been appointed to investigate charges of bribery, said to have been made by Assemblyman John F. Maher against Delegate Winston of the Liberty Dawn Association of Coach Drivers, and Delegate Pallas of the pattern makers, reported yesterday.

Winston said that about two years ago he and Pallas acted on a committee to investigate the treatment of dry goods employes and the Mercantile Inspection bill, which sought to bring mercantile establishments within the jurisdiction of the Factory Inspector. That committee reported that the employes were well treated, and, thereupon, said Winston, Maher practically charged him and Pallas with having accepted bribes from employers for the purpose of defeating the bill. The charges had injured him in his business, and he demanded an investigation.

Delegate Farley, who reported for the Investigating Committee, said that when Maher was summoned before the committee to substantiate his charges he failed to appear. Farley himself had heard the charges when they were made, and so he moved on behalf of the committee that Winston and Pallas be exonerated and that Maher be condemned.

"What proof is there that such charges were made?" asked Delegate Johnson of the Manhattan musicians.

"Why, I, myself, heard Maher make them," replied Delegate Farley.

"There is something behind all this that is intended to injure somebody, to hurt his nomination," exclaimed Delegate Friday of the outside clothing salesmen.

Delegate Lawrence and others also protested against the motion to condemn Maher, but the motion prevailed. Pallas and Winston were exonerated, and Maher was condemned.

Delegate Friday has just been appointed to an Inspectorship in the Department of Public Highways, and a delegate remarked to his neighbor: "Friday has just got a job under Tammany, and has got to stand by another Tammany man. This is the first knock-out by the anti-Tammany men."

Delegate Lawrence again protested against the motion, but Chairman Barr told him he was too late.

"Maher has a very loose tongue, and he wags it too much," said Delegate Henry.

Delegate Franklin Nash of the slate and metal roofers handed in a letter protesting against the action of the building trades section ordering his union to withdraw from the Building Trades Council or stand suspended from the section. The letter was couched in what was intended to be legal verbiage, and began with the words, "Know ye all men that I, Franklin Nash, having full power."

"Refer the letter to the Building Trades Section," moved Delegate James J. O'Brien.

Nash and half a dozen delegates jumped up to protest against referring to the section a protest against it. All spoke at the same time, and the Chair had some difficulty in restoring order. O'Brien's motion prevailed and was carried.

Thereupon Nash handed in another document stating that the Slate and Metal Roofers' Union had resigned from the Central Labor Union, but as the document did not have the seal of the union attached it was not received.

A delegation from the Brooklyn Central Labor Union called and asked the organization to help boycott one of the largest cigar factories in the country, because it would not employ union men and had reduced the wages of its employes.

GODFREY'S BRITISH BAND.

The Famous Guard Organization Opens at Lenox Lyceum.

Dan Godfrey's British Guard Band opened its week of concerts at the Lenox Lyceum last night before a crowded house. The audience was enthusiastic, and from the commencement with "The Star-Spangled Banner" and "God Save the Queen" until a double encore, closing with the same numbers, applause was frequent. The finale marked a great demonstration, and hats were thrown in the air and cheer after cheer was given.

The band is undoubtedly the best that has visited this city in many years. The wood winds are especially excellent, and developed a true, sustained tone that counterbalanced the more virile resonance of the brasses.

Lieut. Godfrey conducts in a masterly style and has complete control at all times. The soloists are superior, and were greeted with hearty applause. F. L. Kettlewell, said to be the best cornetist in England, and sub-director of the band, played "Queen of the Earth," by Pinsuti. He was compelled to give an encore, and played "Killarney," the favorite Irish ballad. Others who played solos and were heartily applauded were E. Niels, saxophone, and Alec Smith, clarinet. The band will play here every evening until next Sunday, and will sail for England Tuesday, July 12, for a short visit, before taking a two years' trip to Australia and New Zealand.

Nuns in Men's Clothes.

From The London Chronicle.

Sir Charles Gordon's "Recollections of Thirty-nine Years in the Army," which we reviewed recently, contains a quaint little anecdote which we have not so far seen quoted. In 1860, at Tientsin, the two Gordons, when seeking for hospital sites, came across a Buddhist nunnery. Despite the warnings of one of the inmates, who appeared in boy's clothes, they entered the building, and found that the inmates all wore male clothing. The Buddhist ladies were greatly shocked at the intrusion. "Our regret," says Sir Charles, "was real. Explanations were exchanged; we were informed that the community within adopted male costume as an indication that they not only renounced the world, but with it the emblems of their sex. We were 'received' by the Lady Superior, tea and cakes offered to and partaken of by us. We were then permitted to visit the 'private chapel,' and finally we parted from the religieuses on the best of terms."

Red or White Wine—All the Same.

From The London Telegraph.

Nothing proves more clearly the versatility of the age than the ease with which purveyors turn their wares to suit the fancy of customers. Some time ago an idea became prevalent that white wine was better than red, because the latter lent itself more easily to adulteration by fuchsine to give it a nice, glowing color. There was, therefore, a run on white, and the price went up accordingly. Dealers in the red article determined not to allow their rivals to enjoy all the benefit which flowed from this whim of connoisseurs, but promptly called in the aid of chemistry to turn red wine into white. Naturally, science succeeded. It discovered that the ruby fluid could be bleached into a very passable whiteness by the addition of animal charcoal and potassium permanganate, and growers dosed their rosy products with these materials until they became the color of amber. They were thus enabled to get the higher price per bottle that the manufacturers of natural white wine obtained. From this it will be seen that gradually the world is emancipating itself from the old-fashioned belief that vines are absolutely necessary for the manufacture of wine, the production of which depends not altogether on the harvest of grapes, but on the supply of fuchsine, animal charcoal, potassium, permanganate, plaster of paris and the various other substances which make up the red and white wines of popular consumption.

Mistaken Kindness to the Soldiers.

From The Philadelphia Inquirer.

Some adverse criticism has been excited throughout the State by the action of the War Department in ordering the detention of boxes of food consigned to men who have gone to the front, and who are supposed to be suffering from the lack of certain articles to which they are accustomed at home. It is asserted that this is in the nature of a hardship which was neither necessary nor wise.

It seems to us that this is a thoughtless criticism. The department, in taking such action, acted on the recommendation of the army surgeons. The surgeons are on the ground, have ample opportunity to study the effect of the contents of such boxes, and undoubtedly made the recommendation after such study. They had the welfare of the men at heart when they made it, too, and really ought to be commended for their course.

The food at the front is not what the men got at home, but that was not to be expected. Experience has shown that it sustains life and strength, and that is all that, under the circumstances, can be asked.

MERCHANTS' ASSOCIATION

President W. F. King Tells of the Work Undertaken by the Organization.

THE MEMBERSHIP IS GROWING

He Speaks of the Narrow Selfishness of Some Business Men—Conservative Expansion Is Needed, He Says, to Create Prosperity.

Last week there was received a large accession to the resident membership list of the Merchants' Association. The work that is being done in extending that membership is producing substantial results. Speaking on this subject, the President of the association, William F. King, yesterday said:

"The interest taken in New York in the work of the Merchants' Association is increasing daily. Inquiries at the office tell that story as well as the reports of our canvassers who are soliciting contributions. These show that there is daily a better feeling toward the work, and that the idea of neutrality is passing away.

"New York, by a little patriotism on the part of its citizens, can so firmly establish its commercial supremacy not only in merchandising, but in manufacturing, banking, shipping, and in every line of industry that there will be no question about it in the future. The foundation is here. The development only is lacking. It wants more public spirit. It wants more interest taken in municipal affairs. It wants pride. It wants to encourage those who are assisting in building up the city and in making it beautiful. This work is for our citizens to do, and should have the support of their money.

Some Selfish Merchants.

"There are a great many merchants in New York who, as long as they see no direct return for a dollar, are opposed to giving one toward any kind of public work. A spirit of this kind has never built up a city or nation. All for self, nothing for the neighbor, has but one end—ruination for any trade centre or any corporation, or any merchant or any individual. Narrowness does not build. Conservative expansion builds and creates prosperity. What New York wants is expansion. It wants broad-gauge citizens, it wants co-operation among those doing business, it wants organization. This can oly be obtained by every citizen putting his shoulder to the wheel. There are a great many patriotic citizens in New York who would be willing to give toward the work of the Merchants' Association if they realized the value of its work, and knew that their contributions would be accepted. We have published the amounts received from membership fees and the amounts of the contributions from the different trades.

"The committee of merchants which attended the meeting at the Mayor's office Tuesday morning was greatly pleased at the reception given it by the Mayor, his courteous treatment, and the interest he manifested in the subject. The meeting was an informal one, there were no stereotyped remarks, and only sound common-sense views were presented for the Mayor's consideration. He appeared in full sympathy with the movement and evidently believes in it. His utterances showed that he thoroughly grasped the situation, that he was perfectly willing to co-operate in the movement, and that it would have his indorsement. This cannot fail to bring good results.

"The Merchants' Association is here to stay. Its officers are men who have pride in their city. They believe in New York, they believe it is the most beautiful city in this country and the best governed city. They believe that crime here is under better control than elsewhere. They believe it is the safest city in the country, and they believe that with eternal vigilance it can for all time maintain its commercial supremacy.

Patriotic Dry Goods Men.

"It will readily be seen that the dry goods trade by its contributions displays more patriotism than all the other trades combined. This trade has always been aggressive and always first in every patriotic movement, and has always stood ready with its money to aid sister cities in time of disaster.

"These merchants forget that we are not helping any specific line of trade, but are fighting for New York's commercial supremacy, fighting to retain the prosperity it has had in the past and to increase it. Every advantage gained by this movement is gained for the City of New York as a whole, and not for any individual enterprises or specific lines of trade. It seeks only to remove every obstacle which interferes with the wheels of commerce.

"One of the great needs of New York is a permanent exposition. This movement has been in the minds of its promoters for years, but it has only recently been launched before the public. It is expected that it will receive the public support, and it is expected that it will receive the city's support. In the early Fall it is proposed to form a committee representing all lines of business, banking, real estate, shipping, merchandising, all the professions, in fact every line which can possibly be interested in New York's supremacy, and it is proposed to carry this movement forward with vigor. The co-operation of the city officials will be sought, and the matter undertaken in a serious and intelligent manner."

RECREATION PIER WANTED.

One Started at North Second Street, Williamsburg, Still Unfinished.

Great indignation prevails among the business men of the Eastern District of Brooklyn over the failure of the municipal authorities to finish the new recreation pier at the foot of North Second Street, for which a movement in behalf of the poor of that section of Brooklyn was begun more than a year ago by the Grand Street Board of Trade. It is said that a public meeting will be held within a few days in order to give full expression to the just demands of the poor and their friends.

Work on the pier was begun last Fall, and when the new administration came into power the work was suddenly discontinued, despite the protests on the part of otherwise influential business men. There are thousands of poor people in the lower section of the borough, most of whom live in thickly inhabited tenements. Robert T. Whalen of the firm of Whalen Brothers, through whose efforts an appropriation for the recreation pier was made, said yesterday:

"It is an outrage that the pier is being left unfinished. Take the recreation piers in Manhattan, for instance. Every one is open, and there is music, too, for the benefit of the poor, who have left the sweltering tenements for a few hours. If our poor had at least some small parks, I wouldn't care. But they have no place to get a breath of fresh air."

Died from a Fall.

As the result of injuries received on Saturday by a fall, John Durmeyer, a carpenter, thirty-four years of age, who lived at 39 Forrest Street, Brooklyn, died yesterday morning in St. Catharine's Hospital. Durmeyer was working on a scaffold suspended at the third floor of an unfinished building at 107 Throop Avenue on Saturday evening, when his attention was attracted by the explosion of a large firecracker. In turning to see where the report came from, Durmeyer made a misstep and fell.

Bathers Find a Dead Man.

While a party of women were in bathing off Norton's Point, Coney Island, yesterday afternoon the body of a man was discovered in the water. Mounted Policeman Hamilton towed the dead man ashore. The man was about thirty-eight years old and was clean shaven. He wore dark clothes and white underwear. Nothing was found on him which would tend to prove his identity. In one pocket he had two keys and a knife. Coroner Havron viewed the body and on his order it was removed to the Morgue, in West Eighth Street.

Dyker Heights Club Opening.

The Dyker Heights Club will open its new clubhouse, near Fort Hamilton, this afternoon. There will be a musical programme, to be followed in the evening by dancing. The grounds will be brilliantly illuminated with several hundred incandescent lamps.

SPAIN'S PACIFIC ISLANDS

Foreign Missions Board Defines Its Attitude in the Question of Their Status.

TAKES NO PART IN POLITICS

Has Refrained from Discussions Relating to Territorial Acquisitions—Its Missionaries Driven from the Carolines.

The Board of Commissioners for Foreign Missions, whose operations on behalf of Christianity have been carried on in the islands in the Pacific for nearly half a century, has issued the following in reply to statements recently published concerning its alleged attitude in the question of the status of some of these islands which will result from the war with Spain.

"It ought to be already understood, yet it may be well to repeat the fact, in view of many utterances of the public press, that the American Board does not meddle in political matters, and that at the present time it takes no part in discussions relating to territorial acquisitions by the United States in any part of the world.

"When our missionaries in a foreign land are denied the rights which other American citizens enjoy, the intervention of our Government is sometimes sought, but on principle our board avoids seeking aid of the State in the prosecution of the missionary work.

"In view of the forcible intervention of Spain in the Caroline Islands ten years ago, putting a stop to Christian efforts of our missionaries, who were there years before the Spaniards arrived, we deem it right to ask that whenever the status of those islands is determined, ample guarantee shall be required of whatever power shall hold sovereignty that perfect religious toleration shall be enjoyed by the islanders. As to what nation shall hold that sovereignty we have nothing whatever to say."

The first missionaries settled in the Carolines in 1852 and made their homes on two islands, Kusaie and Ponape, from which they prosecuted their work among the savage natives. In describing the Christian operations carried on there by the American missionaries until the coming of Spanish rule, the report of the board says:

"On Ponape, the largest of the islands, the best results were obtained. Several of the chiefs were converted, and there were no fewer than fifteen churches, with 451 communicants. From the training school on Ponape teachers and preachers had been sent to the adjacent islands, Pingelap, Mokil, Ngatic, as well as westward to the Mortlock group, and the Ruk Archipelago. No fewer than thirty islands in Micronesia were thus occupied by Christian laborers.

"The special point that now should be kept in mind is that for thirty-five years this benevolent and Christian work was prosecuted by the missionaries of the American Board without their seeing the slightest sign of any government over the islands save that of the native chieftains. In almost all cases each island had its King, who ruled quite independently. On Ponape there were several kinglets, no one being supreme, yet they reigned side by side, generally in peaceful relations. The war spirit, which in the earlier days had often brought on conflicts between adjacent islands, had been manifestly checked by the preaching of the gospel of peace.

"Such was the hopeful outlook of these scores of miniature and independent kingdoms when, in 1887, the Spaniards sent to Ponape from Manila an armed force, with a Governor, to assert its claim of sovereignty over the Carolines. At an earlier date an international dispute as to territorial rights to the several island groups of Micronesia had been referred to the Pope as arbitrator, and his decision, rendered in October, 1885, confirmed Spain's claim to the Carolines.

"When the Spanish Governor arrived in Ponape in March, 1887, with fifty soldiers and twenty-five convicts he brought also six Roman Catholic priests. He came to establish the sovereignty of Spain over the whole Caroline group. Ponape was to be the central station for a section of the Pacific Ocean studded with islands, covering not far from 850,000 square miles, an area about equal to all of the United States east of the Mississippi River."

Missionaries of the American board were forced to leave the island soon afterward, and the churches of the natives were in many instances demolished. Not even a Bible has been permitted to be landed, and the visits of the missionary vessel Morning Star have since been prohibited, while all intercourse with the natives is forbidden.

In commenting on the situation, the report concludes:

"Is not the time near when the missionary work may be resumed on Ponape? A settlement must come before long, when this American-Spanish war is ended, in reference to the control of this western group of Micronesia. Far be it from us even to touch upon the question of political sovereignty. The American Board is a missionary society, and has nothing to do with political questions of this kind."

POSED FOR PICKPOCKETS.

Three Coney Island Detectives Captured Two Alleged Pilferers.

An unusually clever arrest was made early yesterday morning at Coney Island, when Detectives Shea, McCloskey, and Meyers took into custody two pickpockets who were caught in the act of stealing a watch and chain. The detectives put up the job to capture the men, and Detective Bauman was the victim.

For some time the police under Capt. Dunn have been trying to locate the men who have been robbing intoxicated men. Early yesterday morning the detectives saw two men acting in a suspicious manner on Thompson's Walk and decided to test them.

Bauman played the part of a drunken man, staggered down the walk, and fell almost in front of the two men. One of them immediately walked over to him and ordered him to move on. Bauman pretended to be asleep, and when the man gave him a kick on the shins and failed to arouse him, he said to his partner: "It's a good chance for a touch."

Bauman had his watch and chain exposed, and when one of the men took the silver watch from his pocket he offered no resistance. When the second man started to remove the chain, however, Bauman jumped to his feet and drawing his pocket club struck the man on the head, rendering him senseless. The other man ran, and was almost out of sight when McCloskey and Shea fired at him. He stopped at once and submitted to arrest.

In the police station they gave their names as Charles Roetzer of 244 East Houston Street, and William Fay of 358 Myrtle Avenue, Brooklyn. Both names and addresses are probably fictitious. Magistrate Nostrand complimented the detectives and held the accused men for examination.

Door Knob Thieves Held.

John Gavin, eighteen years old, of 92 Amsterdam Avenue, and William Nitzel, nineteen years old, of 240 West Sixty-fifth Street, were arraigned in the West Side Police Court yesterday charged with being suspicious persons. They are said by the police to be members of a gang which makes a specialty of stealing door knobs from fashionable up-town dwellings. Thirty-nine houses of the upper west side have been despoiled of their bronze door knobs within the past month. These include the residences of Justice Roger A. Pryor, Hugh J. Grant, and Police Commissioner Jacob Hess. The prisoners were caught on Saturday afternoon with three door knobs in their possession. They were held in $500 for further examination.

A Brooklyn Church's New Organ.

Grace Methodist Episcopal Church, at Fourth and Ovington Avenues, Brooklyn, has a new pipe organ that was used at the services for the first time yesterday morning. The organ was built by the subscription of the members of the church. Through the energy of the Rev. W. L. Davison, the pastor of the church, the funds were raised in a few weeks. The open diapason and Borden pedal stops are very powerful in volume. The organ is in a mahogany case, with large gold pipefront and with decorations of gold and blue.

Octogenarian Killed by Heat.

CANAJOHARIE, N. Y., July 3.—James Wormuth, aged ninety-two, was found dead in a field near his home at Sprakers, this afternoon. He had gone out for a walk and was probably overcome by the intense heat.

CHICAGO STRIKE UNSETTLED.

Stereotypers May Be Ordered Back, but Publishers Decline to Employ the Union Men.

CHICAGO, July 3.—Chicago to-day got its war news from The Joliet Republican, The Elgin Courier, The Rock Island Union, and Milwaukee, St. Louis, and Cincinnati newspapers. The newsboys made the air ring with the unfamiliar names of "boiler-plate" papers, which were sent here in large numbers and eagerly bought. Five cents was the least price charged, and sums as high as 25 cents were paid for outside newspapers.

One Milwaukee afternoon newspaper issued an edition this afternoon. The papers came here on a special train, and 75,000 were sold. The stereotypers of Chicago held a protracted meeting to-day. They refused to make public their doings. It was learned, however, that they still remained firm in their determination to stay out.

The publishers met in The Times-Herald office at 6 o'clock. They gave out no news of their deliberations except to say they would not recede from their position. While they were in session a committee of the Allied Printing Trades Union called on an errand of peace. The committee was not sent by the stereotypers, but the publishers refused to treat with them.

They added that they would treat with no one. The affair had passed beyond the point of arbitration. They would hereafter manage their own business. No one from the Stereotypers' Union would be employed in the future. The Allied Printing Trades Union met to-day, but adjourned without taking any action. So did the Executive Council of the International Typographical Union, which met to-day at Indianapolis. It is understood that the International's President will be here to-morrow for the purpose of looking into the trouble.

Members of the Typographical Union say that the stereotypers struck without consulting the parent union, and that they will be ordered back to work. Loss of their charter may follow their refusal to do so. There is no indication in the offices that work will soon be resumed.

Press reports are received as usual and are filed away, the idea being to print a résumé of the interim news when publication begins again. Aside from a small force to do this the offices are dark. They are guarded by watchmen, and private detectives are employed in some instances, but as yet no violence has been offered by the strikers to the offices.

THIS WEEK IN CONGRESS.

Senate to Sit To-day, but the House Adjourned Over—Hawaii Leads in Importance.

WASHINGTON, July 3.—The Senate will be in session on the Fourth of July, an unusual sitting, but deemed necessary by the friends of the Hawaiian annexation resolution. It is probable that the week will be consumed in a discussion of the resolution unless a vote is reached near the middle of the week, which some of the Senators hope. No other business will be considered that leads to any extended debate until there is a vote on the Hawaiian resolution. Of course any war legislation which might be necessary would be considered, but there is no expectation of any emergency demands.

The House will not be in session to-morrow, adjournment having been taken until Tuesday. There is no definite programme determined upon for the week. The conference report upon the Deficiency bill will be considered Tuesday, and it may provoke considerable debate. The Naval Affairs Committee has a number of bills which it desires to bring up, and a day may be given to it. The naval personnel measure is the most important. If it can be reached under call of committees an effort will be made to take up the anti-scalping bill. The bill to incorporate the International American bank will follow the Deficiency bill conference report and continue before the House until disposed of.

IRISH SOD FOR SAN FRANCISCO.

It Arrives on the Waesland at Philadelphia for a Fair.

PHILADELPHIA, July 3.—The International Navigation Company's steamer Waesland, from Liverpool June 22, arrived here to-day with a large consignment of Irish sod. The sod was placed on board the Waesland at Queenstown, where she stopped after leaving Liverpool, and is consigned to the Irish Fair at San Francisco. The sod will be forwarded to the Pacific coast to-morrow over the Pennsylvania Railroad. At San Francisco it will be received by delegations from all the Irish societies in that city. The sod was well taken care of on the Waesland, and is in good condition.

F. B. Kenison Drowned.

HACKENSACK, N. J., July 3.—Frederick B. Kenison of 60 Prospect Street, Jersey City, proprietor of a chiropodist establishment at 860 Broadway, was drowned in the Hackensack River near Cherry Hill this morning. Kenison and his son-in-law, William Otto, went to Cherry Hill yesterday to prepare the tent in which their families intended to spend Sunday and the Fourth. Kenison arose about 5 o'clock to fix the fishing lines. A little later Otto awoke and saw the rowboat going down the river with no one in it. Mr. Kenison's body was found later. Mr. Kenison was forty-nine years old.

Synagogue Cornerstone Laid.

NEWARK, N. J., July 3.—With ceremony befitting the occasion, the cornerstone of the new synagogue for the Congregation B'nai Abraham was laid this afternoon in the presence of a large crowd. The building will be constructed of granite and buff brick, with quartered oak finishings in the interior. The Rev. J. Segal, rabbi of the congregation, delivered the dedication blessing, after which the Rev. B. Gluck of the Temple Oheb Shalom and Mayor James M. Seymour spoke. The closing address was made by the Rev. Joseph Leucht of the Temple B'nai Jeshurun. As a fitting finale to the exercises the children of the Sunday school sang "America" with a fervor that aroused everybody present.

In Memory of Temperance Advocates.

The delegates to the International Temperance Congress, in session at Prohibition Park, Port Richmond, held special services yesterday in memory of Gen. Neal Dow, Miss Frances E. Willard, and Mrs. Mary T. Burt. Mrs. Clinton B. Fisk presided. A eulogy of Gen. Dow was delivered by Dr. Carlos Martyn. The other speakers were Mrs. Harry H. Hunt, Mrs. Frederick Douglas, Mrs. H. E. Hammond of Ohio, and Mrs. Alexander S. Bacon of Brooklyn, Mrs. Emelie A. Burgess, Miss Belle Keany, Miss Mary Babcock, Mrs. A. M. Herr, and Mrs. Emily Bourne.

Father and Child Badly Hurt.

Edward Goeller, three years old, son of John Goeller, a chandelier maker, of 670 Driggs Avenue, Williamsburg, last evening was injured, probably fatally, by falling from a second-story window, while his father, in a frantic effort to save the child, tumbled out of the same window and fractured both ankles and received internal injuries. Both were attended at their home.

That "Editorial" on "Democratic Folly."

From The Washington Times, July 2.

On Wednesday, the 29th ultimo, Mr. Charles H. Grosvenor, a Representative from Ohio, arose in the House of Representatives, and in the course of some remarks on the pending bill, (H. R. 10,686,) made the following statement:

"I hold in my hand an editorial published in a leading Democratic newspaper of the City of Washington, The Times, dated the twenty-second day of June. I am authorized to say that it was written by a Democratic Congressman now sitting on this floor."

In its issue of Thursday morning, June 30, The Times requested Mr. Grosvenor to disclose the name of the individual who had made the claim upon which he based his statement to the House, but the gentleman from Ohio has not seen fit to respond. He has perhaps his own reasons for his silence, but we are inclined to think that they are entirely personal to his informant. For The Times now authorizes Mr. Grosvenor to state that the "Democratic Congressman" who "authorized him to say" that the article in The Morning Times of June 22, entitled "Democratic Folly," was written by that Congressman is an unconscionable liar. The editorial in question was written by a member of The Times's editorial staff.

PIERRE JACQUEN RETIRES

The Old Candy Vendor Gives Up His Post in Front of the Stock Exchange.

WAS THERE ABOUT 30 YEARS

He Never Missed a Week Day in Broad Street Since the Close of the War—Many Bankers and Brokers His Friends.

Hundreds of brokers and men on 'Change who even in their busiest moments, while rushing to and from the pit of the Stock Exchange, still found time to bestow a passing nod or perhaps a few pennies on an old, hoary vendor of candies and fruits plying his trade in front of that great financial mart and loaded down with cumbersome baskets containing a curious assortment of dainties, will miss the familiar figure that had become one of the fixtures in Broad Street. Old "Pete" has retired from active life and is spending the balance of his days, enfeebled in mind and body, at the home of one of his sons at 1,151 Third Avenue, Brooklyn.

For more than thirty years, in all kinds of weather, "Pete," or Pierre Jacquen, to call him by his correct name, has sold, or at least attempted to sell, candies in front of the Stock Exchange. He had no fixed stand, but patrolled the sidewalk for some ten or fifteen yards regularly six days in the week from a little before 9 o'clock in the morning until 5 or 6 o'clock in the evening, when quiet would settle upon the busy streets of New York's financial centre. Early in his career, before the numberless stands, more or less elaborate, began to spring up at every corner and Italian venders obtruded their unsightly pushcarts at every available point of vantage, "Pete" prospered and managed not only to bring up a considerable family, but also to lay by a small fund with which to indulge his fondness for a little quiet speculation.

Lately, however, his receipts were practically nothing, and what few pennies he scraped together in the course of a day were the proceeds of good-natured contributions on the part of many of the older generation of Exchange members who had noticed the old man for many years and knew something of his history. It was hardly worth while for him to come to what he called his place of business, but the force of habit was too strong to permit of his staying away, and, though many a day his total sales and receipts would not amount to more than 20 cents and his car fare to more than half that amount, he could not be induced to remain idle at home and enjoy the comforts of a home his son had cheerfully offered him. Of late, however, his many years of ceaseless activity and exposure to all sorts of weather began to tell on him, and, doubled up with rheumatism and other ills, he has finally concluded to abandon the little area he traversed so many times.

Impelled to Sell Old Relics.

His last efforts to maintain himself and to make some showing of receipts were quite pathetic. To swell his cash capital at the end of the day, he on several occasions surreptitiously sold long-treasured relics of the French Revolution of 1848 and two or three medals obtained in service with the French Army, of which for several years in his early manhood he was a member. The few cents he would realize on the sale of these articles he would add to his other receipts, and in this manner try to prove that his business had not entirely waned.

Pierre Jacquen, now considerably over seventy years of age, is a man with a history. He was born of humble parents in Lyons, France, and was apprenticed to a brass turner, a trade in which he eventually became remarkably proficient, and which he plied with success until the time came for him to enlist in the French Army. When in 1848 the great revolution stirred his native land, he espoused the cause of the revolutionists and refused to take part in the quelling of the riots, finally deserting and going over to their side. For this he was proscribed as a deserter, and at the close of the revolution, realizing that his only safety lay in flight, he came to this country, after wandering through England for quite some time.

Here he quickly obtained employment in his trade, and toward the end of the fifties and until the beginning of the civil war was employed by Ball & Black, manufacturers of jewelry, chandeliers, and brass goods at the corner of Prince Street and Broadway.

The introduction of new machinery and the change in fashions, which practically did away with brass work of all kinds, finally threw Jacquen out of employment, and he at once set about finding new means of obtaining a livelihood for himself and family. He invested a small amount of money which he had saved in a stock of candy and started on his career in Broad Street. For many years he made considerable money, and at one time was reputed to be well off. He became one of the characters of the Street, and among his friends and patrons were some of the most notable figures on 'Change.

In speaking of his experiences recently in a curious jargon of Gascogne French and scraps of English—he had in all these years been unable to acquire the English language—he said:

"Oh, yes, I remember very well some of the big men in Wall Street. I often used to see Jay Gould and 'Jim' Fisk, and many a time overheard conversations which while I could not understand all that was said I knew involved millions of dollars. These men never bought any of my wares, but they grew to know me quite well and always nodded to me or greeted me with 'Hello, Pete!' No, I cannot recollect Mr. Gould ever giving me any money, but Mr. Fisk would sometimes throw me a quarter or so for 'luck,' he always said."

Tempted to Speculate.

The young men of the Street were more particularly the friends of the old candy peddler, and his acquaintance with some of them cost him his savings on more than one occasion. With the Frenchman's inherent love for a game of chance, Jacquen was easily induced to make investments which only too frequently turned out disastrously, and his good-nature was imposed upon by unscrupulous men who represented to him that a loan of a few hundred dollars would turn the tide of their fortune. In course of time he lost every penny he possessed, but he never complained, and though naturally reserved and taciturn, always responded cheerfully to a greeting from any one he thought was connected with the Stock Exchange, for which institution he had a profound respect.

Though now bent almost double with age, Jacquen still has a figure that would attract attention. He was in his youth over six feet tall, and, for a Frenchman, of unusually sturdy build. His hair and beard are perfectly white, but full, and he is in possession of all his faculties. A smile of extreme gratification flitted over his face when he was told that his friends miss him on 'Change, and his eyes twinkled merrily as he said: "Well, may be I will get better, and I will come down and pay them a call."

Express Train Kills Flagman.

James Kenney, thirty-eight years old, of Tarrytown, N. Y., was killed by the outbound Montreal express near King's Bridge yesterday morning. Kenny was night flagman on the New York Central Railroad at a point a block away from the station. He was relieved by the day flagman at 8 o'clock, and started up the track through a deep rock cut. A few minutes after the express passed his body was found. It is thought that Kenney caught his foot in a frog and was thus unable to get off the track when the express came along.

The Postal Telegraph Fire.

The fire on the sixth and seventh floors of the Postal Telegraph and Cable Building, at 257 Broadway, at 2 o'clock yesterday morning did $20,000 damage to the building and contents before it was extinguished. The fire is supposed to have been caused by the explosion of some chemicals in the rooms of the Barrett Manufacturing Company, dealers in oil, on the sixth floor.

Negro National Democratic League.

INDIANAPOLIS, July 3.—A. E. Manning of this city, President of the Negro National Democratic League, yesterday issued a call for the National Convention of the league to meet in New York City the second Tuesday in August at noon.

"Let her scream."
We're going to forget clothes, shoes, hats and furnishings to-day, and only remember what "Dewey done."
ROGERS, PEET & CO.
Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

AMUSEMENTS.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily 3:30, 7. Sunday 3:30, 8.
Adm., (Except Saturday & Sunday,) 10c. & 25c. Saturdays, Sundays, and holidays, 25 cts. & 50 cts.
Pain's Manila & Fireworks Evg., except Sun. & Mon., 8 P.M.
De Wolf Hopper In El Capitan, Excep. Sun. 9 P.M. Sat. Mat., 4 P.M.
July 4th, Herbert's Special Concert.
GRAND AMERICAN FANTASIE.
All the national airs and Star-Spangled Banner, with artillery accompaniment, 2 P.M.
Pain's Fireworks and Manila, 8 P.M.
Grand Patriotic Display To-night.
HOLIDAY MATINEE TO-DAY AT 4 P.M. TO-NIGHT AT 9 P.M.
DE WOLF HOPPER IN EL CAPITAN.
NEXT WEEK WANG.

CARNEGIE MUSIC HALL,
WEDNESDAY, JULY 6, 8:15 P.M.
GRAND WAR LECTURE
by the Hon. BOURKE COCKRAN
and CONCERT by
the following volunteers:
MISS CAMILLE D'ARVILLE, JULIUS STEGER, MARY NORTON,
and a host of others.
Broadway Theatre Orchestra, augmented to 40, under the leadership of ERNEST NEYER, under the auspices of the N. Y. Soldiers' and Sailors' Families' Protective Association, for the benefit of the Wives and Families of our Soldiers and Sailors.
This entertainment will be presided over by the Hon. STEWART L. WOODFORD, ex-U. S. Minister to Spain. Seat sale opens this morning at 9.

COOLEST RESORT IN NEW YORK.
LENOX LYCEUM. 59th St. & Mad. Av. Rudolph Aronson, Mgr.
TREMENDOUS SUCCESS.
LIEUT. DAN GODFREY'S BRITISH GUARDS BAND.
Tour directed by Mr. Charles A. E. Harriss.
Reserved seats, $1.00. Boxes, $6.00. Adm., 50c.

THE COOL CASINO! Theatre & Roof. Adm. 50c. Only theatre open! Only Broadway Roof!
In THEATRE TO-NIGHT! 2d Visit! Louis Mann And Clara Lipman in THE TELEPHONE GIRL!
On Roof To-Ngt! 2d Great Week! RICE'S Summer Ngts!
July 18—New Xtrvgnza. "Yankee Doodle Dandy."

MADISON SQUARE ROOF GARDEN.
EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights concert in Amphitheatre.

KEITH'S CONTINUOUS PERFORMANCE
25c., 50c., Noon to 11 P.M.
Edwin Milton Royle and Selina Fetter, Papinta, Biograph, Sidmans, Clifford and Huth, and a Great Bill.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

Koster & Bial's. Adm. 50c
MUSIC HALL. Burlesque. COOK'S TOUR.
Roof Garden—Vaudeville—Rogers Bros. & others.

Baseball, Polo Grounds, To-day, 10:30 A.M. & 3:30 P.M. Boston vs. New York. Adm. 50c.

THE TURF.

Coney Island Jockey Club.
Sheepshead Bay. June Meeting, 1898.
June 18, 20, 21, 22, 23, 25, 27, 28, 29, 30; July 2, 4. Rain or shine.
TO-DAY—LAST DAY—Special programme, including the GREAT REALIZATION STAKES, $25,000. The DOUBLE EVENT and Five other Races.
First Race, 2:30 P.M. Concert by Lander.
TRAINS DIRECT TO TRACK.
Leave foot East 34th St., N. Y., via L. I. R. R., at 10:50, 11:30, 12:10, 12:40, (Parlor car train 1 o'clock,) 1:10, 1:30, 2:00, 3:10. Boats leave foot Whitehall St., via 39TH ST. BROOKLYN FERRY, 11, 12, 12:20, 12:40, 1, 1:20, 1:40, 2, 2:20. Trains leave Flatbush Av., Brooklyn, 10:52, 12, 1:10, 1:50, 2:00, 3:10. Brooklyn Elevated Trains leave Brooklyn Bridge, EVERY 15 MINUTES from 12 noon to 2:30 P.M. All Nassau Electric roads transfer direct to track. ADMISSION TO FIELD, 50 CENTS. EXTRA ACCOMMODATIONS returning from track.

MAJOR YATES DECLINES TO RUN.

Republicans in Schenectady Indorse Winne for Senator.

ALBANY, July 3.—Major Austin A. Yates of Schenectady, who is with the Second New York Volunteer Regiment at Tampa, was home last week recruiting his regiment. Some friends asked him to accept the Republican nomination for Senator. On Friday he wrote an open letter, in which he declares that he "would like to be a Senator," but is convinced that it is a matter of extreme doubt whether the war will not be actively waged for some months to come, and his regiment may be called to Cuba or Puerto Rico to face the enemy.

A resignation in such an event, he says, would be called cowardly. To accept the nomination would mean resignation from the army. Then Major Yates says: "Under these circumstances will the kind friends who have so warmly supported me understand me, if I say that in this situation I can no longer be a candidate for any office or engage in any political strife? I never would have been a soldier at all, and never have been with any idea of resignation and, as it now looks as if I must resign in order to run, of course I have not a moment's hesitation in saying that I would not stop for an instant or turn aside from my present line of duty for any political preferment whatever." Judge Yates then requests that his name be not further considered in the canvass.

At Saturday's convention the Republicans of Schenectady indorsed the candidacy of Thomas W. Winne for Senator.

Suburban Traction Line to be Sold.

ORANGE, N. J., July 3.—After having been adjourned from week to week for nearly two years, it is now announced that the road and property of the Suburban Traction Company will positively be sold at auction on Wednesday afternoon by Wilberforce Freeman, Master in Chancery, to satisfy a mortgage of $550,000, held by the American Loan and Trust Company of Boston. The Suburban Company was [illegible] in 1894 by an accident on the then newly opened branch up the side of the mountain to Eagle Rock, when a car ran off the track, crippling about a score of persons. Judgments for $172,000 were secured against the company and a receiver appointed. None of those injured ever received anything, as the [illegible] all claims. The company owns and operates about ten miles of trolley lines, connecting Bloomfield, Orange, West Orange, and Orange Valley.

Church in La Crosse Blown Down.

LA CROSSE, Wis., July 3.—The Holy Cross Catholic Church, in course of construction, was destroyed by a cyclone yesterday. Three carpenters, Claude Thompson, Stephen Smith, and George Gantech, were badly injured. Loss on church, $10,000.

League Cycle Company Fails.

MILWAUKEE, July 3.—The League Cycle Company, manufacturers of bicycles, made an assignment yesterday. [illegible]

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended July 2.	1,128,394
Same week last year	1,731,680
Stocks to date this year	52,558,191
Corresponding date last year	25,143,263

Bonds for the week	$12,387,200
Same week last year	9,626,250
Bonds to date this year	425,478,280
Corresponding date last year	212,212,460

Money rate range for week: Collateral loans on call, 1@1½; at three months, 3; at six months, 3½ per cent. Commercial paper, sixty to ninety days, 3¼@3¾ per cent.

SIX MONTHS OF 1898.

How Wall Street Prices Have Fluctuated During the First Half of the Year.

Last Thursday marked the close of the first half of 1898—the end of six months that were productive of many changes and startling developments of worldwide importance. It has been a notable half year, and those factors that have made it notable have had to do with American affairs. The eyes of all the world have been upon America; the course of all the world's affairs has been influenced by American developments.

In the American business world much progress has been made. Naturally the Spanish war has hurt trade and has restrained the expansion and activity that otherwise must have resulted from existing conditions. But, despite the war, there has been much improvement—improvement that has been truly marvelous in view of the disturbing elements that might reasonably have been expected to paralyze business. The prosperity and wealth of the country have gone on increasing; the world's debt to America has gone on piling up tens upon tens of millions.

In Wall Street the six months have been productive of remarkable activity. Transactions in stocks on the New York Stock Exchange during the half year aggregated 52,500,000 shares, more than double those of the corresponding period of 1897. And this activity has been accompanied by great strength. Security values got above the boom level established in September, 1897, and at the end of June—the end of the six months—they are practically at their highest. War developments have been the all-important influences in the stock market, and fluctuations have practically been controlled by news regarding the progress of the Spanish conflict.

Generally speaking, the market has had four movements. From the first of the year to Feb. 15, the date of the Maine disaster, prices advanced. From that time until the end of March the tendency was downward. Then came irregularity, until the beginning of the war, April 21, with sharp slumps and equally sharp recoveries. From April 21 on to the end of June there was buoyancy that brought about activity and enthusiasm and that put many stocks up to the highest figures known in years.

The Range of Prices.

The following table shows the half year's fluctuations, giving the opening prices on Jan. 3, the highest and lowest prices since touched, and the closing price on June 30—a complete summary of the range in prices of eighty of the most active stocks:

	Opening Jan. 3.	High.	Low.	Closing June 30.
American Cotton Oil.	22¼	23¼	15¼	20⅝
Am. Cotton Oil pf...	75½	77½	66	74½
Am. Spirits Mfg.....	8½	15⅝	6⅜	13⅝
Am. Spirits Mfg. pf.	20	40⅝	16	37⅝
Am. Sug. Ref. Co...	140⅝	145⅝	107½	132⅝
Am. Sug. Ref. Co. pf.	114⅛	116	103	112½
American Tobacco..	88⅝	121	83⅝	119
At., T. & S. F......	13	14⅝	10⅛	13¼
At., T. & S. F. pf...	30⅝	34⅝	22⅝	33⅝
Baltimore & Ohio...	14	21½	12⅝	14½
Brooklyn R. T......	37⅝	55⅝	35	54¾
B'klyn Union Gas...119		125	106	122½
Canada Southern....	51½	57⅝	44½	50⅛
Canadian Pacific....	84	90⅝	72	84
Chesapeake & Ohio..	22⅝	24½	17½	22⅝
Chi., B. & Q........	99⅝	107½	85½	105
Chicago Gt. Western	15⅝	16⅝	9½	14⅛
Chi., Ind. & L. pf..	31½	32⅝	25	30
Chi., Mil. & St. P...	94⅛	103⅝	83½	[illegible]
Chi. & N. W.........121½		[illegible]	113¼	[illegible]
Chi., R. I. & P......	[illegible]	[illegible]	80	97
Chi. Term. Trans. pf.	[illegible]	35	[illegible]	[illegible]
C., C., C. & St. L..	[illegible]	[illegible]	25	[illegible]
Clev., L. & W.......	[illegible]	[illegible]	11½	[illegible]

	Opening Jan. 3.	High.	Low.	Closing June 30.
Erie	14½	16¼	11	13¼
Erie 1st pf..........	37⅝	43⅝	29¼	35¼
General Electric.....	34⅜	39⅝	29¼	39
Hawaiian Sugar.....	28¼	36¼	15⅝	23⅝
Illinois Central......103½		108⅞	96	105½
K. C., P. & G......	20¼	24½	15	16
Laclede Gas........	44	52	37½	51¼
L. E. & W. pf......	70½	76¼	66	71⅝
Lake Shore...........170⅝		194⅝	170⅝	192
Louis. & Nash......	56½	60½	44	51⅝
Manhattan con......111⅝		120¼	91	104⅝
Metropolitan St. Ry.130		171½	125¼	157⅝
Michigan Central....100		114⅞	99½	105⅝
Mo., K. & T. pf....	36¼	41	28⅝	33½
Missouri Pacific.....	34	36½	22	35
National Lead Co...	37⅝	37⅞	26¼	34¼
N. J. Central.......	96	98½	86½	94
N. Y. Central.......106		119⅝	105	115⅝
Norf. & West. pf...	47	56¼	42½	51⅞
Northern Pacific....	21½	31⅛	19	29⅝
Northern Pac. pf....	59½	70½	56⅞	69½
Ontario & Western.	15⅝	18⅞	13⅝	15⅛
Ore. R. & N. pf.....	68	74	65½	71
Pacific Mail.........	29⅝	32⅝	21	29
Pennsylvania R. R..115		120⅝	110⅝	116
People's Gas, Chi...	96⅝	104¼	86½	98⅝
P., C., C. & St. L...	39¼	47½	38⅛	44
Pull. Pal. Car Co..173		207¼	165	207
Reading	22¼	23⅝	15½	18⅝
Reading 1st pf......	51	54⅛	36	45⅝
Reading 2d pf......	27⅝	29	18⅛	22⅝
Rio Grande West....	24	27½	24	27½
Rio Grande West. pf.	60	68	50¼	68
St. Jo. & Gr. Isl....	8	8¾	5½	8
St. J. & G. I. 1st pf.	50	63	45	61½
St. J. & G. I. 2d pf.	19	23¼	13¼	21⅝
St. L. & San Fran..	7½	8⅝	6	7⅞
St. L. & S. F. 1st pf.	56½	65⅝	52½	61⅝
St. L. & S. F. 2d pf.	26¼	32⅛	22½	28⅞
St. Paul & Omaha..	77½	79½	65	77
Southern Pacific.....	20½	22	12	18⅝
Southern Railway...	9½	9⅞	7	8¼
Southern Railway pf	31½	33½	23⅝	29¼
Tenn. C. & I.......	26¼	28½	17	25½
Texas Pacific.......	11	12⅝	8⅞	12¼
Union Pacific........	21⅛	25⅞	16⅛	23⅝
Union Pacific pf.....	62¼	63⅝	45⅞	59⅝
U. S. Leather pf.....	63½	69¼	53⅝	66⅝
U. S. Rubber.......	16½	26	14¼	24½
U. S. Rubber pf.....	64	90	60	..
Wabash pf..........	18	20½	14¼	19
West. Union Tel....	91⅝	95	82¼	93

The First Quarter.

During the first three months of the year Wall Street experienced activity and saw wide fluctuations in prices. At the beginning of January the Cuban question was not what could be called a live issue in so far as speculation was concerned. General conditions at that time were most favorable. Business throughout the country gave every promise of great improvement, money was cheap, and Wall Street sentiment was all bullish. There was rate cutting among the Western railroads, but earnings were increasing and practically every road in the country showed improving business.

From Jan. 1 prices advanced. On Jan. 10 the Inter-State Commerce Commission decided to suspend the long and short haul clause of the law, thus allowing the American railroads to better compete with those of Canada. A few days after this came the first intimations of the New York Central-Lake Shore merger. The market showed strength, but there were growing apprehensions as to the outcome of the Cuban matter that gave the professional room traders courage to attack prices now and again. The passage by the Senate of Senator Teller's cheap-credit resolution was also a bearish factor.

When, on Jan. 24, it was announced that the battleship Maine was to be sent to Havana, the stock market suffered a break which, however, was quickly recovered, and the upward movement resumed. Toward the close of January several favorable developments, chief among which were the practical consummation of the Lake Shore deal and the Rock Island refunding announcement, helped along the advance.

Early in February the House of Representatives killed the Teller silver resolution previously passed by the Senate, and the Lake Shore merger was announced. These developments were accompanied by much buoyancy in the market, but the Cuban bugaboo soon began to create new apprehension. The De Lome incident helped these fears, and for a few days previous to Feb. 15 the market was decidedly weak. On that day there was a substantial rally.

The Maine Disaster.

On the morning of Feb. 16 came news of the Maine catastrophe. That was the stock market's turning point. Prices weakened immediately, and a decline began which extended practically to the opening of the war.

The decline was continuous to March 7, when there was a panic. Then came a rally, but March 12 was another panic day, and bottom for most stocks was reached March 26. Fluctuations during this time depended entirely on Washington news, and Wall Street was daily inflicted with countless rumors from that city, most of them being untrue. The panic of March 26 was the worst of the [illegible] in two days recovered ten points and more.

Anticipating the War.

Strength characterized the market for a few days, but from the beginning of April until the 21st day of that month the market showed great irregularity with a generally downward tendency. Every one in Wall Street was fearful of war, but there were high hopes that it would be avoided. The market fluctuated violently in response to each day's news regarding the progress of diplomatic negotiations, and there were sharp movements up and down in quick succession. A most favorable feature of the situation was the gold import movement, large engagements in Europe being announced daily. Gradually the market developed a waiting mood and traders and outsiders alike decided to postpone operations until the situation should become clearer.

On April 11 President McKinley sent to Congress his message. Wall Street had been waiting for this, but when it came the Street looked upon it as indefinite and settled back again to wait for Congress. With each day, however, it became more and more apparent that war was inevitable, and the market was naturally weak with its dullness. It was about this time that Tobacco Trust startled Wall Street with its violent fluctuations, jumping about at the rate of 6 and 7 points a day.

The War Begun.

On April 13 the House of Representatives declared for Cuban intervention. Pending action by the Senate the stock market was exceedingly quiet. On the morning of the 19th came the news of the Senate's acquiescence, and on that day the traders made a concerted raid on prices that brought about sharp declines. President McKinley sent his ultimatum to Spain April 20, and the following day Minister Woodford was handed his passports by the Spanish Government. On the 22d Sampson began the Havana blockade and Dewey started for the Philippines.

Naturally the market broke sharply upon these developments. On April 21 there was apparently heavy liquidation and aggressive hammering by the professional traders. But beginning with April 23 strength developed. The buying was feeble at first, but gradually prices moved up until there was general buoyancy. London continued to sell stocks, and money rates were high, but the market showed an inherent strength that was surprising. Wall Street was anticipating an early victory for the American arms.

How Stocks Fluctuated.

In the following table is shown the course of the market between the time of the Maine disaster—Feb. 15—and the Dewey victory—May 1—showing prices at the three low levels:

	Close Feb. 15.	Low Point, March.	Low April 11.	Low April 21.
Atchison pf..........	31⅝	22⅞	26	23¼
Brooklyn Rap. Tran.	41½	35	38	35¼
Burlington 102½		85½	92⅝	88
Consolidated Gas....193⅝		167	179	171½
Louis. & Nash......	60	45	50	44
Manhattan 117¼		91	96⅝	91½
Mo., Kan. & Tex. pf.	38⅝	28⅝	32½	30
Missouri Pacific....	33½	22	26½	25
N. J. Central.......	96⅝	86½	92	88¼
N. Y. Central.......118⅝		105	110⅞	106⅝
Northern Pacific pf..	65⅝	55⅞	62½	57½
Northwestern 128⅜		113¼	118¼	115
Omaha	77⅝	65	69⅝	68
People's Gas.........	96⅝	86½	91¼	88½
Reading 1st pf......	51½	38	39⅝	37⅞
Rock Island.........	91⅝	80	85⅝	82
St. Paul..............	95⅝	83½	89⅜	83⅛
Southern pf..........	32⅝	25⅝	27	24½
Sugar 138⅝		107¼	118¼	113⅝
Tobacco	92	91½	101¼	97
Western Union......	92⅝	82½	88⅝	84⅝

Dewey's Manila Victory.

News of Commodore Dewey's magnificent victory at Manila came May 2. Immediately there developed stock market buoyancy. That was a boom day, and the whole market moved up sharply. A short interest larger than had been anywhere suspected was disclosed, and among the shorts there was panic. On that day—May 2—transactions on the Stock Exchange aggregated 635,000 shares.

The buoyancy continued for nearly a fortnight with only occasional inconsequential reactions. At times disturbing rumors gave the bears courage to raid the market, and in that way another substantial short interest was created. But the bears pocketed nothing but losses, and on May 11 were forced to run prices up in their efforts to cover. Peace [illegible] wheat prices was also most favorable to stocks.

May 13 brought news that the Spanish Cape Verde fleet had reached Martinique and it was generally believed that a naval battle was imminent. Again the bear contingent became aggressive, and for several days the market was reactionary. The Street, led by some of the larger interests, developed conservatism and a disposition to await definite news from the fleets. Sampson and Schley were chasing Cervera and an early naval engagement seemed altogether probable. Until near the end of May the market continued irregular, but, withal, notably firm in the face of persistent aggressive selling by the professional traders, who worked hard on the bear side. There was buying of an excellent character, and comparatively little liquidation. Money was easy and from all parts of the country came reports of reviving business and a general resumption of the activity that was checked by the first apprehensions over the war.

The Market in June.

On May 26 Wall Street heard that Admiral Cervera was bottled up in the harbor of Santiago de Cuba. This created new enthusiasm and brought about advances. June 1 came the news of the shelling of Santiago by the American fleet. The market responded with buoyancy. Rock Island's Directors declared their 10 per cent. stock dividend and increased the cash dividend rate to 6 per cent., and this was a further bullish influence. About this time, however, the weakness of the wheat market began to attract attention in Wall Street, and the traders made much of it, pointing out that stocks had been bulled on prosperity to come from high-priced wheat and that now wheat was declining. For the next ten days the market was irregular. The traders several times made concerted attempts to break the market, and in this they were aided by some of the larger interests, who became convinced that the rise had been too rapid and that a reaction would be very beneficial to the bull position. But there was practically nothing accomplished in the way of getting prices down. Each day's weakness was succeeded by one of strength and the general tendency was upward. The wheat market became an important influence in Wall Street, but, of course, the chief factor was the progress of the war. The Senate vote to coin the seigniorage in the Treasury at the rate of $4,500,000 a month was made much of by the bears, and they used it as an argument against prices. A few days later, however, the Congressional conference agreed to withdraw the seigniorage resolution, and there was a natural recovery from the lower prices that had been forced by the Senate's previous action.

Mr. Leiter's Collapse.

About June 11 some of the larger operators of the Street got knowledge of the financial embarrassment of young Mr. Leiter, who had been conducting the great wheat speculation, and there was aggressive selling of stocks on this account. The report of the Leiter fiasco became general in Wall Street on June 13, and there was heavy selling by the operators and also by Western interests. For several days the market was weak because of the general fear that many large financial institutions in the West would be embarrassed and pushed to the wall. When, however, the Leiter trouble was fixed up, the market recovered sharply and there was Western buying where there had previously been Western selling. In a very short time all fears that Mr. Leiter's failure would have any serious general results disappeared.

From June 15 up to the end of the month and of the half year the market was irregular, and showed increasing dullness. The traders were at work on the short side, but there was sufficient strong buying to prevent them from making any headway. The passage of the war revenue bill occasioned some apprehension in Wall Street because of the taxes levied upon sales of securities and for two weeks before July 1 there was widespread discussion as to these taxes, their justice, and their probable effects.

On June 22 the Baltimore and Ohio reorganization plan was made public. Baltimore and Ohio is the last of the big railroad properties to be taken out of the hands of a receiver. Reports of rate-war

Continued on Page 6.

Stock Transactions New York Stock Exchange Week Ending July 2, 1898.

Range for Year 1898.		Closing Sat. July 2.		Net Ch'ge Past Week.	STOCKS.	Amount Capital Stock Outstanding.	Last Dividend.		Week Ending July 2.				Closing a Year Ago.	Sales For W'k End. J'ly 2, 1898.
Highest.	Lowest.	Bid.	Ask'd.		Sales Week Ending July 2, 1,198,324.		Date.	Per Cent.	First.	High.	Low.	Last.		
*187½ February 10.	*97¼ April 29.	99	101	— 2	**Adams Express**	$12,000,000	June 1, '98.	$2	100	100	99	99	153	537
29½ May 6.	25 May 5.	...	27	..	American Malting Company	13,750,000	....	..	26½	26½	26½	26½	..	125
79½ May 9.	76¼ May 9.	75¼	77½	+ ¼	American Malting Company preferred	12,540,000	Apl. 15, '98.	1¾	79	79	79	79	...	1,023
23½ January 10.	15½ March 25.	20½	21½	— ⅝	American Cotton Oil	20,237,100	....	..	21¼	21½	20⅝	20⅝	14	795
77¼ February 1.	66 March 14.	73	74¼	— ¼	American Cotton Oil preferred	10,198,600	June 1, '98.	3	75	75	73½	73½	63½	932
24½ June 30.	22 May 3.	23½	25	..	American District Telegraph	3,845,000	May 16, '98.	1	22⅞	24½	22⅞	24	...	810
15⅞ June 9.	6½ January 20.	14	14¼	— ⅝	American Spirits Manufacturing	27,807,520	....	..	15	15⅞	13⅞	14½	11	24,238
40⅞ June 27.	16 March 26.	37½	38	— 1	American Spirits Manufacturing preferred	6,951,880	....	..	38⅞	40⅞	37½	37½	29¾	13,971
145⅝ June 6.	107½ March 26.	132	132¼	+ 2¼	American Sugar Refining Company	86,968,000	July 2, '98.	3	129⅞	134½	129	132½	127⅞	157,881
116 January 6.	103 March 25.	111⅝	113½	+ ⅜	American Sugar Refining Company pf.	86,968,000	July 2, '98.	1¾	111	112½	111	112½	107½	446
*94½ June 27.	*88 March 29.	93⅞	95	..	American Telegraph & Cable Company	14,000,000	June 1, '98.	1¼	94½	94½	94	94	...	28
121 June 27.	83¾ January 24.	120¼	120⅝	+ 1⅜	American Tobacco	21,000,000	May 1, '98.	2	119¾	121	116⅝	120½	74¼	102,378
120⅝ July 1.	*112 January 26.	119	121	— ⅛	American Tobacco preferred	11,935,000	May 1, '98.	2	120	120⅝	120	120⅝	105⅞	1,064
15 February 8.	11 April 21.	11	11¼	--	Ann Arbor	8,250,000	....	--	11	11	11	11	...	100
40¼ February 7.	34 January 4.	35½	37	..	Ann Arbor preferred	4,000,000	....	--	35¼	35¼	35¼	35¼	28	19
14½ June 6.	10¼ April 21.	13½	13⅝	+ ¼	Atchison, Topeka & Santa Fé	102,000,000	....	--	13½	13⅝	13½	13⅝	12⅝	4,443
34½ June 11.	22⅞ March 12.	33⅝	33⅞	+ ¼	Atchison, Topeka & Santa Fé preferred	120,686,000	....	--	33⅝	34	33½	33⅞	24½	31,905
21¼ June 17.	12⅝ January 25.	14⅞	15	— 1¼	**Baltimore & Ohio**	25,000,000	Nov., '94.	4½	15⅝	15⅝	14¼	14⅞	10½	6,138
7⅞ February 3.	5¼ January 10.	6¾	7	— ⅜	Baltimore & Ohio Southwestern preferred	19,670,700	....	--	6½	6½	6	6½	...	1,078
5½ January 21.	2⅝ March 21.	3½	3⅞	— ⅛	Bay State Gas	50,000,000	....	--	3⅝	3⅝	3½	3⅝	11⅛	1,310
55⅞ July 1.	35 March 12.	55⅝	55⅞	+ 2⅝	Brooklyn Rapid Transit	20,000,000	....	..	53⅝	55⅞	52⅝	55⅝	30⅝	172,898
125 January 24.	106 March 26.	123	124	..	Brooklyn Union Gas	15,000,000	June 1, '98.	3	122	123½	121½	123½	110	504
14 June 6.	9 June 3.	10	11½	— ¼	Brunswick Company	4,269,800	....	..	10⅝	10⅝	10⅝	10⅝	...	100
75 July 1.	*65 March 10.	---	---	--	Burlington, Cedar Rapids & Northern	5,500,000	Feb. 1, '98.	2	75	75	75	75	...	100
57⅞ February 5.	44½ March 2.	50⅛	50⅝	— ½	**Canada Southern**	15,000,000	May 1, '98.	1	51⅜	51⅜	50⅝	50¼	50	875
90½ January 20.	72 April 21.	82	83	--	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	84	84	84	84	64	3
14½ May 28.	11 April 23.	13¼	13⅝	..	Central Pacific	68,000,000	July 1, '98.	½	14½	14½	13¼	13½	9½	600
24⅞ February 1.	17¼ March 26.	22⅝	22¾	— ¼	Chesapeake & Ohio	60,533,400	....	--	23½	23⅝	22⅝	22⅞	17⅝	4,620
168¾ February 11.	*150 March 14.	158½	...	..	Chicago & Alton	18,764,800	June 1, '98.	1¾	157	157½	157	157½	...	8
107⅞ June 11.	85⅝ March 26.	105⅝	105⅞	+ ⅝	Chicago, Burlington & Quincy	82,002,800	Mch. 15, '98.	1¼	105	105⅞	104	105⅝	83¼	39,180
113½ February 1.	102 January 7.	107	108	..	Chicago & Eastern Illinois preferred	4,830,700	July 1, '98.	1½	108¼	108¼	108¼	108¼	...	60
16¼ February 8.	9½ February 25.	14⅛	14¼	— ⅛	Chicago Great Western	21,200,145	....	--	14½	14⅝	14	14¼	--	8,505
10⅞ January 14.	*6⅝ April 4.	9⅝	10	+ ½	Chicago, Indianapolis & Louisville	10,500,000	....	--	9½	10	9½	10	...	1,212
33½ January 28.	23 April 16.	30	32	..	Chicago, Indianapolis & Louisville preferred	3,883,750	....	--	29½	29½	29½	29½	...	82
102½ June 1.	83¼ April 21.	99	99⅛	— ¼	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	99½	99½	97⅝	99⅛	83¼	45,089
150 June 23.	140 April 25.	148⅝	149¼	..	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	149⅝	149⅝	148⅝	148⅝	139⅞	809
130½ February 11.	113¼ March 12.	125⅝	125½	— ⅝	Chicago & Northwestern	39,087,383	Jan. 2, '98.	2½	125½	126	125	125⅝	116½	2,600
*176 March 2.	163 January 3.	...	...	..	Chicago & Northwestern preferred	22,367,600	Apl. 16, '98.	1¾	173½	173½	173½	173½	...	10
108⅝ June 1.	80 March 25.	97	97¼	+ 1⅝	Chicago, Rock Island & Pacific	46,156,000	May 1, '98.	1	106⅝	108½	96⅝	97½	74	49,240
9⅝ March 3.	4½ January 3.	7½	8	..	Chicago Terminal & Transfer	13,000,000	....	--	7⅝	8	7⅝	8	--	309
33 February 5.	22½ January 3.	27	31	..	Chicago Terminal & Transfer preferred	17,000,000	....	--	26⅞	26⅞	26⅞	26⅞	...	5
44¼ June 17.	25 March 12.	41¼	41¾	— ½	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug., '93.	1½	41⅜	42	41	41¼	24½	4,681
19¼ January 12.	11¼ March 26.	15	15⅛	— ⅝	Cleveland, Lorain & Wheeling	8,000,000	....	--	15⅝	15¼	14⅞	15	...	2,200
⅝ January 28.	¼ April 7.	⅝	½	..	Colorado Coal & Iron Development	5,500,000	....	--	½	½	½	½	...	100
26⅝ January 11.	17 March 12.	21	23	+ 1¼	Colorado Fuel & Iron	9,250,000	....	--	22	22½	22	22½	17½	264
7½ January 13.	4⅝ March 26.	5⅝	6	— ⅛	Columbus & Hocking Coal, all in. paid	4,171,000	....	--	5⅝	5⅝	5⅝	5⅝	...	100
8½ February 10.	5 March 18.	5⅝	6½	— ½	Columbus, Hocking Valley & Toledo	11,696,300	....	--	6	6	6	6	8⅝	200
†46 June 27.	40 May 17.	40½	...	..	Consolidated Coal	10,259,000	Feb. 1, '98.	2	46	46	46	46	...	100
205½ June 9.	167 March 26.	197	198	+ ⅝	Consolidated Gas	86,730,000	June 15, '98.	2	195½	200½	195½	197¼	167	3,275
38 June 14.	27¼ March 25.	36⅝	38	+ 1¼	Consolidated Ice	6,500,000	May 17, '98.	1	36½	37⅝	36½	37½	41⅛	1,010
91 February 15.	81 March 21.	90	92	+ 1	Consolidated Ice preferred	3,500,000	Apl. 15, '98.	1½	90	91	90	91	87½	320
52⅝ February 10.	40 April 21.	50½	50⅝	— ⅝	**Denver & Rio Grande** preferred	23,650,000	Jan. 15, '98.	1	51	51	50	50⅝	43	2,150
20 June 10.	8⅞ April 21.	16⅞	17½	+ 1	Des Moines & Fort Dodge	4,283,100	....	--	16½	17⅞	16½	17⅞	9¼	1,460
63⅝ June 28.	45 April 20.	...	...	--	Detroit Gas	1,645,700	....	--	62⅝	63⅝	62½	62½	--	700
7⅛ February 5.	5 April 14.	6	8	--	Duluth, South Shore & Atlantic preferred	10,000,000	....	--	6	6	6	6	--	100
66 March 11.	61¼ May 20.	...	60	+ 1	**Eastern Elevator**	1,000,000	....	..	64	64¼	64	64¼	...	200
§135 January 20.	*115 April 22.	126	130	+ 3⅝	Edison Electric Illuminating of New York	9,023,200	May 1, '98.	1½	129⅝	129⅝	129⅝	129⅝	115⅝	107
*340 June 17.	335 June 16.	335	350	..	Eighth Avenue	1,000,000	July, '98.	3¾	340	340	340	340	...	7
16¼ February 1.	11 April 21.	13	13½	— ¼	Erie	112,165,100	....	--	13¼	13¼	13¼	13¼	14½	125
43⅝ February 11.	29¼ April 22.	35½	35⅝	— 1	Erie first preferred	42,392,300	....	..	36⅝	36¼	35	35	34½	1,898
52 June 16.	*37 April 13.	48	52	— 2	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	50	50	50	50	--	100
43 January 28.	*27 March 26.	---	---	..	**Flint & Pere Marquette** preferred	6,500,000	Feb. 15, '93.	2	32	32	32	32	--	5
39⅞ June 30.	29¼ March 12.	39⅛	39⅝	+ ⅜	**General Electric**	30,460,000	....	..	39	39⅝	38⅛	39	33⅝	14,069
180 June 30.	**120 July 1.	126	128	--	Great Northern preferred	25,000,000	May 1, '98.	1½	177½	180	**122	125	118	1,790
36¼ February 15.	15¾ April 22.	23½	24	— ¼	**Hawaiian Sugar**	10,000,000	....	..	24	24⅝	23	23⅜	...	1,590
50 May 21.	43 April 2.	52	...	..	Homestake	12,500,000	June 25, '98.	50c	50	50	50	50	...	25
108⅞ January 31.	96 April 21.	105⅝	105¾	+ ⅜	**Illinois Central**	52,500,000	Mch 1, '98.	2½	105	105⅞	105	105⅞	98	3,368
60 June 1.	44½ April 15.	57½	58	— ⅝	Illinois Steel Company	18,650,600	July, '96.	1½	57	58	56½	57	35½	560
10 June 11.	7¼ March 18.	9	9½	..	Iowa Central	8,480,600	....	--	9¼	9¼	9½	9¼	8½	118
35¼ June 11.	25 April 25.	31	33	+ ⅛	Iowa Central preferred	5,671,600	April, '93.	1	32½	32½	32½	32½	29	150
24½ February 10.	15 April 16.	16	16¼	..	**Kansas City, Pittsburg & Gulf**	23,000,000	....	--	16	16	16	16	--	160
52 June 8.	37½ March 25.	50½	51	+ 2	**Laclede Gas**	7,500,000	Feb. 15, '98.	1½	50	51⅜	50	50⅜	25	2,791
18⅝ February 1.	12½ March 14.	14⅝	15	..	Lake Erie & Western	11,840,000	....	..	15	15	14⅞	14⅞	14⅞	550
76¼ February 8.	66 March 14.	70½	71¼	— ⅛	Lake Erie & Western preferred	11,840,000	May 16, '98.	1¼	71	71⅜	70⅞	71⅜	69½	562
194⅞ January 29.	170⅞ January 4.	186½	189	+ 2	Lake Shore	49,466,500	Feb. 15, '98.	3	190	192	190	192	172⅞	223
190 May 27.	*180 May 2.	188	...	--	Lake Shore certificates	12,000,000	....	--	188½	188½	188	188	...	74
51 June 1.	40 January 20.	50	52	--	Long Island	....	Nov. 2, '96.	1	49½	49½	49½	49½	44	54
60½ January 31.	44 April 21.	52½	52⅝	— ⅜	Louisville & Nashville	52,800,000	Aug., '93.	2	52⅝	52⅝	51½	52⅝	50⅝	8,737
120¼ January 14.	91 March 26.	105½	105⅝	+ 1⅝	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	103⅝	105⅝	103¼	105⅝	91⅝	47,314
*53 June 10.	45 March 28.	48	52	..	Maryland Coal preferred	1,876,000	July 1, '98.	2	49	50	49	50	--	60
171½ January 14.	125¼ March 26.	159	159½	— ⅜	Metropolitan Street Railway	30,000,000	Apl. 15, '98.	1¼	159¼	159⅞	157⅞	159½	--	6,925
6¼ January 8.	4½ June 15.	4⅝	5⅛	+ ⅛	Mexican Central	47,841,100	....	..	5⅛	5⅛	5⅛	5⅛	...	200
114½ February 8.	99½ March 12.	103⅝	104	+ ⅝	Michigan Central	18,738,000	Feb. 1, '98.	2	105	106	105	105⅝	101	1,234
30⅞ February 15.	24 March 11.	28½	29¼	..	Minneapolis & St. Louis	6,000,000	....	..	29	29	29	29	21½	200
91 June 27.	*80 April 11.	89	90½	+ ¾	Minneapolis & St. Louis first preferred	2,500,000	Jan. 15, '98.	2½	90⅝	91	90⅝	91	79⅝	265
63 June 8.	46 March 26.	59	60⅝	+ 1	Minneapolis & St. Louis second preferred	4,000,000	Jan. 15, '98.	1½	60½	62	60½	60½	51½	410
76½ June 29.	57 January 20.	71	73½	+ ½	Minnesota Iron	16,500,000	Apl. 15, '98.	1½	74½	76½	72½	72½	...	3,195
14¼ January 26.	10 April 13.	11	11½	— ¼	Missouri, Kansas & Texas	52,450,000	....	--	11⅛	11¼	11½	11¼	13⅝	229
41 January 28.	28⅜ March 12.	33¼	34½	— ¼	Missouri, Kansas & Texas preferred	13,000,000	....	--	33½	33½	33¼	33¼	31	418
36½ June 11.	22 March 12.	35⅛	35⅝	— ⅞	Missouri Pacific	47,507,000	July 1, '91.	1	35½	36⅝	34⅞	35¼	19¼	7,867
32½ February 7.	24⅜ April 19.	26	28	--	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	26½	26½	26½	26½	...	100
175 January 14.	*167½ January 4.	171	172	--	Morris & Essex	15,000,000	July 1, '98.	3½	171	171	171	171	--	50
37⅞ January 7.	26¼ March 26.	34	34½	+ ⅛	**National Lead Company**	14,905,400	Feb. 15, '98.	1	34¼	35	34	34¼	29⅝	832
109½ February 10.	99 April 22.	106	107	— 1	National Lead Company preferred	14,904,000	June 15, '98.	1¾	107⅞	107⅞	106½	106½	99½	929
21⅞ May 23.	15 March 25.	16¼	17	--	National Linseed Oil	18,000,000	Sept. 16, '98.	1	17⅛	17⅛	17⅛	17⅛	14½	25
30 January 27.	15 June 29.	15	30	..	National Starch second preferred	2,500,000	Jan., '93.	6	15	15	15	15	...	100
98½ January 8.	86½ March 26.	93⅝	94½	— 1⅝	New Jersey Central	22,497,000	May 2, '98.	1	95	95	93⅝	93⅝	84⅝	1,542
51 June 3.	14 April 5.	40	43	— 4	New York Air Brake	5,000,000	1896.	6	41	41	40	40	...	285
119⅝ January 28.	105 March 26.	115⅝	115⅞	+ ½	New York Central	100,000,000	Apl. 15, '98.	1	116¼	116⅜	115⅝	115⅝	101⅞	6,274
195½ February 2.	*182 March 26.	190	191	..	New York, New Haven & Hartford	47,657,500	June 30, '98.	2	190½	190½	190½	190½	173½	387
76 January 31.	*65 May 10.	67	73	--	New York, Chicago & St. Louis first pf.	5,000,000	Mch. 1, '98.	2	67	67	67	67	--	10
*123⅝ February 16.	*120 April 20.	...	...	--	New York, Lackawanna & Western	10,000,000	July, '98.	1¼	123¼	123¼	123¼	123¼	...	62
17 February 7.	11½ April 21.	14	15	--	Norfolk & Western	54,421,200	....	..	14½	14½	14½	14½	11	338
56¼ February 7.	42½ March 12.	51⅝	52	— ⅛	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	51⅞	51⅞	51½	51⅞	29¼	2,338
6¾ June 16.	4¼ January 15.	5⅞	6⅛	— ¼	North American	39,733,100	....	..	6⅛	6⅛	6	6	4½	2,076
31⅛ June 6.	19 February 24.	29¼	29⅝	— ⅝	Northern Pacific	79,800,000	....	..	29⅞	30¼	28¾	29¼	14¼	16,084
70½ June 6.	56⅝ March 12.	69⅝	69¾	— ¼	Northern Pacific preferred	75,000,000	June 3, '98.	1	70	70⅝	68⅞	69⅝	40¼	25,618
18⅞ February 2.	13⅝ April 25.	14⅞	15⅛	+ ⅛	**Ontario & Western**	58,113,982	....	..	15	15⅛	14⅞	15⅛	15	1,350
74 June 11.	65½ March 29.	71½	72½	— ½	Oregon Railroad & Navigation preferred	10,998,500	July 1, '98.	2	71	71	71	71	54	223
33⅝ February 17.	19⅝ January 3.	28	31	+ 1	Oregon Short Line	27,435,700	....	..	29½	29½	29½	29½	...	150
34⅝ June 27.	34⅜ June 27.	34	36	--	**Pacific Coast**	6,809,600	....	--	34⅜	34⅜	34⅜	34⅜	--	233
91 June 28.	85 June 27.	87	91	..	Pacific Coast first preferred	1,515,500	....	..	85	91	85	87½	--	692
*60½ June 27.	*60 June 27.	58	62	..	Pacific Coast second preferred	3,914,400	....	..	60½	60½	60	60	...	70
32⅝ February 4.	21 April 21.	28½	29	— 1⅛	Pacific Mail	30,000,000	June 2, '98.	1	29⅝	29⅝	28⅝	28⅝	30¼	1,795
120⅝ February 7.	110⅜ March 12.	115½	116	+ ⅛	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	115⅝	116	115⅝	115⅞	...	1,805
104¼ May 31.	86½ March 26.	99	99¼	+ 3	People's Gas, Chicago	25,000,000	May 25, '98.	1½	95½	99⅝	95¼	99	94¼	68,289
2¼ May 23.	⅞ January 7.	1½	1¾	..	Peoria, Decatur & Evansville	8,400,000	....	--	1½	1¾	1½	1½	¼	800
47½ May 2.	38⅞ January 5.	43⅝	44½	+ ⅜	Pittsburg, Cin., Chi. & St. Louis	24,347,100	....	..	43⅝	44½	43⅝	44½	13	1,612
71 February 7.	57 March 23.	60	64	— ⅛	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	65	65	65	65	48½	120
*172 April 1.	*168 February 25.	170	...	..	Pittsburg, Fort Wayne & Chicago	19,714,285	Apl. 5, '98.	1¾	170	170	170	170	165⅝	27
212 July 1.	165 March 12.	211	212½	+18¼	Pullman Palace Car Company	36,000,000	May 16, '98.	$2	193	212	193	211¼	168¾	24,631
6¾ January 18.	5 June 2.	5	8	--	**Quicksilver** preferred	4,291,300	1891.	4¾	6	6	6	6	...	100
23⅝ January 6.	15½ March 25.	18⅞	19	— ¼	**Reading**	69,900,000	....	--	19⅛	19¼	18⅝	19	21⅝	2,070
54⅛ February 3.	36 March 12.	46¼	46½	+ ⅛	Reading first preferred	28,000,000	....	--	46⅝	46⅝	45⅝	46½	46⅝	3,530
29 January 6.	18⅞ March 26.	22⅞	23	— ½	Reading second preferred	42,000,000	....	--	23	23	22⅝	23	27⅝	2,950
27½ June 27.	*21½ January 11.	26¼	28	+ ½	Rio Grande Western	10,000,000	....	..	27	27½	27	27½	20¼	325
66 June 23.	50¼ March 15.	64	66	— ½	Rio Grande Western preferred	6,500,000	May 1, '98.	¾	65¾	65¾	65¾	65¾	48	135
63 June 11.	45 February 24.	60	60½	+ 1½	**St. Joseph & Grand Island** first pf.	5,491,000	Dec. 31, '97.	2½	61½	61½	60½	60½	39⅝	330
23¼ June 11.	13½ April 25.	21½	21⅝	+ 1⅞	St. Joseph & Grand Island second preferred	3,500,000	....	--	21⅝	21⅝	21⅝	21⅝	10¼	102
8⅝ June 3.	6 March 26.	7¼	7⅜	— ⅛	St. Louis & San Francisco	26,443,980	....	..	7⅝	7⅝	7⅝	7⅝	5	212
65⅝ June 6.	52½ March 12.	61	62	+ 1	St. Louis & San Francisco first preferred	5,000,000	Jan. 3, '98.	2	61	62	61	62	46¼	460
32⅛ June 1.	22½ February 24.	28⅛	28½	— ⅝	St. Louis & San Francisco second preferred	14,335,700	....	--	28⅜	28⅜	28⅛	28⅛	16¼	620
5⅝ June 17.	3¾ January 24.	4⅞	5⅛	— ⅛	St. Louis Southwestern	16,500,000	....	--	5	5	5	5	3½	112
12⅝ June 7.	7⅝ March 12.	10⅝	11	— ⅞	St. Louis Southwestern preferred	20,000,000	....	--	11	11	10⅝	10⅝	8⅞	491
145½ June 2.	*121½ January 6.	141	143	..	St. Paul, Minnesota & Manitoba	20,000,000	May 1, '98.	1½	142	142	142	142	...	120
79½ May 25.	65 March 12.	75	76½	— 1⅜	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	77⅝	77⅝	76	76	63⅝	720
22 January 22.	12 April 13.	18½	19¼	— 1	Southern Pacific	108,232,270	....	..	19⅜	19⅜	18⅜	19	15⅝	1,636
9⅞ February 10.	7 April 21.	8⅛	8½	— ¼	Southern Railway	119,900,000	....	..	8½	8½	8⅛	8¼	9	2,063
33¼ February 11.	23⅝ March 26.	29½	30	— ½	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	30	30⅝	29½	29½	20¼	5,162
7 May 23.	3¼ January 3.	6	6½	--	Standard Rope & Twine	12,000,000	....	--	6⅜	6⅜	6⅜	6½	4⅝	632
28½ January 11.	17 March 12.	25¼	26	+ ¼	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	25	26	24½	25¼	22⅞	13,370
12¾ June 30.	8⅞ March 12.	12½	12⅝	+ ½	Texas Pacific	38,706,700	....	..	11⅝	12¾	11¼	12¼	10½	19,790
194½ February 17.	155 April 21.	177	180	+ 2	Third Avenue	10,000,000	May 31, '98.	$2	178	180	178	178	148	1,151
25⅞ June 6.	16⅛ March 25.	23½	23⅜	— ⅜	**Union Pacific**	61,000,000	....	--	23⅞	24⅛	23½	23⅝	--	5,238
63⅝ February 2.	45⅝ March 12.	59⅝	59⅞	— 1⅛	Union Pacific preferred	75,000,000	....	--	60⅞	61	59	59⅞	--	25,771
10¼ February 18.	5⅝ April 21.	6⅞	7	— ⅛	Union Pacific, Denver & Gulf trust receipts	27,894,900	....	..	7⅛	7¼	6⅞	7	...	3,595
*49 February 8.	38 April 14.	40	44	..	United States Express	10,000,000	May 16, '98.	1½	42	42	42	42	40½	32
8⅞ May 24.	5¼ April 25.	7¼	7⅝	— ⅛	United States Leather	61,509,900	....	..	7⅝	8	7¼	7¼	7⅝	2,025
69¼ May 25.	53⅜ March 26.	66⅝	66⅞	+ ⅞	United States Leather preferred	60,909,900	July 1, '98.	1¼	65½	67⅝	65½	66⅝	60¼	15,791
26 June 27.	14¼ March 12.	25	25¼	+ ⅝	United States Rubber	20,166,600	Feb. 15, '97.	2	24⅜	26	24½	25¼	12½	16,940
90 June 27.	60 March 12.	88½	88⅞	+ 2⅜	United States Rubber preferred	19,400,500	May 20, '98.	2	87	90	87	88½	58	10,696
7⅞ January 12.	6¼ March 25.	7	7⅜	— ⅛	**Wabash**	28,000,000	....	--	7⅛	7⅛	7	7	5⅜	460
20½ May 9.	14¼ March 7.	19	19⅝	— ⅛	Wabash preferred	24,000,000	....	..	19	19½	18⅝	19	15	1,415
123 June 24.	*112½ May 5.	120	...	+ 1	Wells-Fargo Express	8,000,000	Jan. 15, '98.	3	121	121	121	121	101	106
102⅝ January 8.	87¼ April 25.	93¼	93½	+ 1⅛	West Chicago Street	13,189,000	May 16, '98.	1¼	92¼	94½	92¼	93⅞	...	3,600
95 June 24.	82¼ March 26.	92⅞	93	— ⅜	Western Union Telegraph	97,370,000	Apl. 15, '98.	1¼	93⅞	94	92¼	93	84¼	19,135
3⅝ January 11.	1⅝ June 28.	1½	1¾	— ¼	Wheeling & Lake Erie	10,894,800	....	..	1¾	1¾	1⅝	1⅝	...	2,755
16 January 12.	*8¾ April 23.	9⅝	10	— 1	Wheeling & Lake Erie preferred	3,316,000	May 15, '94.	2	11⅝	11⅝	10	10	...	805

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †Seller 3 days. ‡Buyer 3 days. §Ex dividend cash and stock. **Ex dividend and rights.

Bond Transactions New York Stock Exchange Week Ending July 2, 1898.

BONDS.

Sales Week Ending July 2. $12,404,200

BONDS.	Week Ending July 2, 1898. First	High.	Low.	Last.	Sales.
Adams Express 4s	99	99½	98½	98½	12
Albany & Susquehanna 7s	123½	123½	123½	123½	8
American Spirits Manufacturing 6s	85	86	85	85	75
American Tobacco scrip	93⅝	94½	93	94	107
Ann Arbor 1st 4s	85	85	85	85	8
Atchison, Colorado & Pacific 1st 6s, tr. r.	55	60	55	59	15
Atchison, Topeka & Santa Fé gen 4s	93⅝	94	93⅛	93⅝	586
At., T. & S. F. gen. 4s, registered	93⅞	93⅞	93⅞	93⅞	½
Atchison, T. & S. F. adjustment 4s	67	67⅝	67	67½	1,124
Austin & Northwest 1st 5s	84¼	84½	82	82	28
B. & O. 1st 6s, Parkersburg Branch	111	111¾	110	110	171
Baltimore Belt 1st guaranteed 5s	100	100	99⅛	99⅛	22
Baltimore & Ohio 5s, 1988	113¼	113⅝	113	113	134
Baltimore & Ohio 5s, 1988, certificates	113	113½	113	113½	15
Baltimore & Ohio 5s, 1885-1925	114	114	113	113	18
Baltimore & Ohio 5s, 1885-1925, eng. certfs.	110¼	110½	108¾	108¾	118
Baltimore & Ohio 5s, 1885-1925, registered	113¾	113¾	108	108	15
Broadway & 7th Avenue 1st consol. 5s	119½	119¾	119½	119¾	8
Brooklyn Elevated 1st 6s, trust receipts	91¼	92½	91⅛	92½	75
Brooklyn Elev. 2d 5s, all installments paid	86	86	86	86	10
Brooklyn City 1st 5s	112	112	112	112	1
Brooklyn Rapid Transit 5s	99¼	102¾	99¼	102½	194
Brooklyn Union Gas 5s	114⅝	115	114⅝	115	10
Brooklyn Wharf & Warehouse 5s	92½	92½	92½	92½	10
Buffalo, Rochester & Pittsburg 5s	105½	105½	105½	105½	6
Burlington, Cedar Rapids & Northern 1st 5s	106¾	106¾	106¾	106¾	8
Canada Southern 1st 5s	111	111⅛	108½	108½	14
Canada Southern 2d 5s	109	109	109	109	2
Central of Georgia consol. 5s	89¼	89½	89	89½	17
Central of Georgia 1st pf. income 5s	40	40	39⅞	40	12
Central R. R. & Banking of Ga. coll. 5s	92½	92½	92½	92½	10
Central of New Jersey general 5s	114¾	115	114¾	115	23
Chesapeake & Ohio 4½s	84	84⅛	83¾	84	105
Ches. & Ohio 1st, Rich. & Alle. 1st con. 4s	105	105½	105	105½	9
Chesapeake & Ohio consol. 5s	114½	114½	114	114½	32
Chi., Burlington & Quincy, Iowa Div. 4s	100½	100½	100½	100½	1
Chicago, Burlington & Quincy, Neb. ext. 4s	99	99	99	99	1
Chicago, Burlington & Quincy consol. 7s	117½	118	117½	118	8
Chicago, Burlington & Quincy deb. 5s	107½	107½	106¾	107	7
Chicago, Burlington & Quincy conv. 5s	110	112	110	112	21
Chicago & Erie 1st 5s	110½	111	110½	111	8
Chicago, Ind. & Louis. ref. 6s	103	103	103	103	1
Chicago, St. Louis & New Orleans 5s	120	120	120	120	1
Chi., St. P., Minn. & Omaha consol. 6s	133¾	133¾	133¾	133¾	2
Chicago Terminal Transfer 4s	86½	87⅛	85¼	85¼	104
Cleve., Cin., Chi. & St. L. general 4s	82	82	82	82	3
C., C., C. & St. L., St. Louis Div. 4s	95	95	95	95	13
Col., Hocking Valley & Tol. 5s, $65 paid	79¼	80	79¼	79¾	23
Denver & Rio Grande Imp. 5s	91½	91½	91⅛	91⅛	7
Denver & Rio Grande 1st 7s	108	108	108	108	10
Denver & Rio Grande 4s	95	95	92½	92½	11
Detroit Gas Company 5s	92½	92½	92½	92½	7
Detroit City Gas 5s	93½	95	92½	92½	223
Duluth & Iron Range 1st 5s	105¾	105¾	105¾	105¾	1
East Tenn., Va. & Ga. con. 5s	109½	109½	109½	109½	1
Elizabeth, Lexington & Big Sandy 5s	102¼	102¼	102	102	11
Erie 3d extended 4½s	111½	111½	111½	111½	3
Erie 4th extended 5s	117	117	117	117	1
Erie prior lien 4s	92⅝	92⅝	90½	90½	91
Erie general lien 3-4s	74¼	74⅝	74¼	74¾	140
Flint & P. M., Port Huron Div. 5s	91	91	91	91	1
Flint & Père Marquette 5s	93¾	93¾	93¾	93¾	10
Forth Worth & Denver City 1st 4-6s	74	75½	74	75½	128
Gal., Har. & San An., Mex. & Pac. 5s	93½	94	93½	94¼	38
Galveston, Houston & Henderson 5s	92	92	92	92	11
Green Bay & Western debenture, A	40½	40½	40½	40½	3
Houston & Texas Central gen. 4s	81	81½	81	81½	19
Houston & Texas Central consol. 6s	109½	110	109½	110	5
Houston, East. & West. Texas 5s	88½	90½	88½	90½	39
Illinois Central 4s, 1953	100¾	101¼	100¾	101¼	32
Illinois Central, Western lines, 1st 4s	105	105	105	105	2
Indiana, Decatur & Western 1st 5s	102¾	102¾	102¾	102¾	5
International & Great Northern 2d 5s	88	88	88	88	5
International & Great Northern 3d 4s	57½	57½	57½	57½	3
Iowa Central 1st 5s	101	102	101	101½	6
Kansas City, Pitts. & Gulf 1st 5s	68½	68⅝	68	68⅝	54
Kansas & Texas 1st 4s	88	90	88	90	211½
Kansas & Texas 2d g. 4s	63¼	63½	62¾	63	37
Kansas & Texas of Texas 5s	83	83⅛	82½	82½	33
Kings County Elevated 1st 5s	48	48	48	48	6
Lake Shore 3½s	104⅝	104⅝	104⅝	104⅝	11
Lake Shore 1st 7s, registered	105¼	105¼	105¼	105¼	1
Lake Shore 2d 7s, coupon	115¾	115¾	115¾	115¾	2
Lehigh Valley of New York 1st 4½s	103	103	102½	102½	10
Lehigh & Wilkesbarre consol 7s assented	100½	101	100½	101	21
Lehigh & Wilkesbarre 5s	90	90	90	90	1
Lexington Avenue & Pavonia Ferry 1st 5s	120	120	120	120	8
Long Dock 6s	136	136	136	136	1
Long Island consol. 5s	119½	119½	119½	119½	5
Louis. & Nash., Ev., Hend. & Nash. 1st 6s	113¼	113¼	113¼	113¼	2
Louis. & Nash., Nash., Flor. & Shef. 1st 5s	94	94	94	94	3
Louis. & Nash., Nash. & Decatur 1st 7s	105	105	105	105	10
Louisville & Nashville unified gold 4s	90	90⅛	88	88	32
Manhattan consolidated 4s	95¼	95¼	94¾	94¾	25
Metropolitan Elevated 2d 6s	102⅝	102⅝	102⅝	102⅝	2
Metropolitan Street Railway 5s	113½	114	113½	114	21
Mexican International consol. 4s	74½	75¼	74½	75¼	65
Minneapolis & St. Louis consol. 5s	107	107½	107	107½	20
Missouri, Kansas & Eastern 1st 5s	99½	99½	99½	99½	1
Missouri Pacific consol. 6s	101⅞	102½	101⅞	102¼	210
Missouri Pacific 1st coll. 5s	73	73½	72	72	13
Mobile & Ohio, Montgomery Div. 5s	99¼	99½	99¼	99½	16
Mobile & Ohio general 4s	78	78	77½	77½	8½
Morris & Essex 7s, 1877	110½	110½	110½	110½	1
Morris & Essex 1st 7s	140	140	140	140	5
Morris & Essex consol. 7s, guaranteed	139	139	139	139	2
Nash., Chat. & St. Louis consol. 5s	102½	102½	102	102	25
New York Central 1st 7s, coupon	115½	115½	115½	115½	1
New York Central 1st, registered	115½	115½	115½	115½	10
New York Central, Mich. Cent. collat. 3½s	92	92⅝	92	92¼	130
New York Central, Lake Shore collat. 3½s	94⅝	94⅞	94½	94⅝	59
New York Cent., Lake Shore col. 3½s, reg.	95	95	95	95	15
New York Central 3½s	107	107	107	107	1
New York Central extended 4s	104½	104⅝	104½	104⅝	5
New York Central extended 4s, registered	104½	104⅝	104½	104½	1
New York Central debenture 5s	110⅝	110⅞	110⅝	110½	12
New York Central debenture 4s	104¼	104¼	104¼	104¼	5
New York, Chicago & St. Louis 1st 4s	104½	105½	104½	105½	5
New York, Ontario & Western consol. 5s	106½	106½	106	106½	17
New York, Ontario & Western refdg. 4s	99⅝	100	99½	100	8
New York, Susquehanna & Western gen. 5s	90½	91½	90½	91½	20
Norfolk & Southern 1st 5s	102	102	102	102	10
Norfolk & Western con. 4s	81⅜	82¼	81	81½	97½
Northern Pacific general lien 3s	62½	62½	62	62½	82
Northern Pacific prior lien 4s	98¼	98⅜	97⅝	97½	277½
Northern Pacific Terminal 1st 5s	113½	113½	113½	113½	1
Northern Railway of California 5s	101	101¼	101	101¼	18
Northwestern general 3½s	102	102	102	102	1
Northwestern gold 7s, coupon	114	114	113⅝	113⅝	13
Northwestern sinking fund deb. 5s, 1933	116½	116½	116½	116½	1
Northwestern 25-year debenture 5s	108	108	108	108	1
Ohio & Mississippi 2d 7s	120¾	120¾	120¾	120¾	7
Omaha & St. Louis 1st 4s	80	80	80	80	2
Oregon Imp. consol. 5s, all in. paid	60½	61¼	60½	61¼	15
Oregon Railroad & Navigation 4s	95	95¼	95	95¼	15
Oregon Short Line consolidated 5s	107	107	106½	106½	17½
Oregon Short Line Income A	73¾	73¾	73½	73½	14½
Oregon Short Line Income B	51½	51½	51½	51½	5
Oregon Short Line 6s	126½	126½	126½	126½	2
Pacific Coast 1st 5s	103	103	102½	103	84
Pacific of Missouri 1st 4s	103⅝	103⅝	103⅝	103⅝	4
Pacific of Missouri 2d extended 5s	109	109	109	109	4
Pennsylvania 4½s, coupon	113½	113½	113¼	113¼	11
People's Gas, Chicago, 1st consol. 6s	115	115	115	115	4
Peo., Dec. & Ev. 1st 6s, Ev. Div., tr. r.	96	96	96	96	9
Peoria & Eastern 1st 4s	78¼	78½	78	78¼	30
Peoria & Eastern income	19	19	18⅛	18⅝	15
P., C., C. & St. L. 4½s, Series B	111	111	111	111	3
Pittsburg, Shenango & Lake Erie 1st 5s	106¼	106¼	106	106	51
Pittsburg & Western 4s	87½	89½	87	87	111
Reading general 4s	86⅝	86⅝	84¼	84¼	188
Rio Grande Western 1st 4s	89½	89½	87½	87½	31
Rock Island general 4s	105⅝	105⅝	103½	103⅝	206
Rock Island 1st 6s, coupon	132	132	132	132	4
Rock Island 1st 6s, registered	128	128	128	128	10
Rock Island debenture 5s	107⅛	107⅛	107⅛	107⅛	1
St. Joseph & Grand Island 1st 2-3-4s	79¼	79¼	78½	78½	10
St. Louis & Iron Mountain gen. 5s	95⅝	95⅝	95	95⅝	232
St. Louis & San Francisco gen 6s	120½	120½	120½	120½	18
St. Louis & San Francisco gen 5s	105¾	105¾	105	105¾	46
St. Louis & San Francisco 4s	79	79	78¾	78¾	88
St. Louis & San Francisco trust 5s	100	100	100	100	4
St. Louis Southwestern 1st 4s	76¼	76¼	75½	76¼	46
St. Louis Southwestern 2d income 4s	29⅝	30	29¼	29½	44
St. Paul 1st, Iowa & Dakota ext. 7s	142½	142½	142½	142½	3
St. Paul 1st, Southern Minn. Div. 6s	120½	120½	120½	120½	8
St. Paul Terminal 5s	111½	111½	111½	111½	2
St. Paul consolidated 7s	145½	145½	143½	143½	4
St. Paul 1st, Chi., Pac. & Western 5s	117½	117½	117½	117½	13
St. Paul 1st, Chi. & Mo. River 5s	113	113	113	113	1
St. Paul general 4s, Series A	106	106	104	104	7
St. Paul & Duluth 2d 5s	105	105	105	105	5
St. P., M. & M. consol. 6s, reduced to 4½s	108½	108½	108½	108½	5
St. P., M. & M., East. Minn. Div. 1st 5s	109	109	109	109	2
St. Paul & Northern Pacific 6s, reg	127	127	127	127	5
St. Paul & Sioux City 1st 6s	130⅛	130⅛	130⅛	130⅛	8
San Antonio & Aransas Pass 4s	65¾	66⅝	64½	65	882
Scioto Valley & New England 4s	87	88	87	88	11
South Carolina & Georgia 1st 5s	94¼	94¼	94¼	94¼	20
Southern Pacific of California consol. 5s	98	98¼	98	98¼	27
Southern Pacific of New Mexico 1st 6s	110	110¼	110	110	84
Southern Pacific of Arizona 1st 5s	109	109¼	105¾	106¼	43
Southern Railway 5s	95½	95⅝	93	93½	85
Standard Rope & Twine 6s	69⅝	70	69½	69⅝	33
Standard Rope & Twine income	16	16¼	15¼	15¼	27
Texas & New Orleans consol. 5s	98¾	98¾	98¾	98¾	10
Texas & Pacific 1st 5s	105⅝	106	105⅝	105⅝	66
Texas & Pacific 2d inc. 5s	38¼	41	38¼	40¼	2,268
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	86	86	86	86	5
Union El., Brooklyn, 1st 6s, tr. r.	90⅞	92½	90⅞	92½	84
Union Pacific new 4s	98⅝	98¾	96⅝	96¾	1,383
Union Pacific collateral tr. 4½s, tr. receipts	47⅝	47⅝	47⅝	47⅝	15
Union Pacific, Den. & Gulf 1st 5, t. r.	62¾	63	62	62¾	885
Virginia Midland gen. 5s	107¼	107¼	107¼	107¼	8
Wabash 1st 5s	110¼	110½	109⅜	110⅜	98
Wabash 1st 5s, Det. & Chicago ext	105½	105½	102½	102½	10
Wabash 2d 5s	85½	86⅝	85½	86⅝	140
Wabash debenture, Series B	27⅝	27¾	27⅝	27¾	10
West Shore guaranteed 4s	110⅝	110½	108	108⅝	91
West Shore guaranteed 4s, registered	107¼	107½	106⅝	107	21
Western New York & Penn. 1st 5s	110	110	107¼	107¼	7
Western Pacific 6s	104	104	104	104	4
Wisconsin Central 1st, trust receipts	41	42¾	41	42½	91
Total sales					$12,387,200

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending July 2, 1898.

	First	High	Low	Last	Sales
United States 4s, 1907, registered	110½	110½	110	110½	13½
United States 4s, 1907, coupon	111¼	111¼	111¼	111¼	2½
United States 4s, 1925, coupon	125	125	125	125	1
Total sales					$17,000
Grand total					$12,404,200

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	110½	June 28
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	111	June 20
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	124½	June 17
United States 4s, 1925, coupon	129¾	Jan. 12	117⅝	Apr. 19	125	June 28
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110¼	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	111½	June 16
United States currency 6s, 1899	104	Jan. 22	102⅞	Apr. 28	102⅞	Apr. 28
District of Columbia 3-65s	115	Mch. 28	115	Mch. 28	115	June 15

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class C	100	Feb. 28	100	Feb. 28	100	Feb. 28
Louisiana consolidated 4s	103	Jan. 17	100	May 14	101	May 14
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	92½	June 23
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	71¾	June 21	65	Apr. 22	71¾	June 21
Virginia deferred 6s, trust receipts	7	June 8	4½	Feb. 15	5	June 9

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107¾	Oct. 9	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class B	104¾	July 28	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	167	June 13
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	May 9
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175½	June 2
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	312	Mar. 23	263	Jan. 28	310	June 20
Republic	157	Mar. 31	157	Mar. 31	157	Mar. 31
Shoe & Leather	100	Jan. 18	99½	Jan. 20	99½	Jan. 20
State of New York	102	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	230	Nov. 13
Chemical	4300	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 26	Phenix	100	Dec. 24
Fourth National	195	Nov. 30	Seaboard	170	July 19
Gallatin	310	Aug. 19	Third National	85	March 14

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
June 30, 1898	£38,584,607	......
July 1, 1897	36,880,508	......
BANK OF FRANCE.		
June 30, 1898	75,079,968	£49,529,626
July 1, 1897	80,192,683	49,290,414
BANK OF GERMANY.		
June 30, 1898	29,551,000	15,223,000
July 1, 1897	28,586,000	14,700,000
RUSSIA.		
June 30, 1898	111,869,000	4,459,000
July 1, 1897	91,965,000	4,697,000
AUSTRIA-HUNGARY.		
June 30, 1898	24,949,000	12,632,000
July 1, 1897	35,944,000	12,681,000
SPAIN.		
June 30, 1898	9,834,000	4,291,000
July 1, 1897	8,919,000	10,391,000
ITALY.		
June 30, 1898	15,109,000	1,921,600
July 1, 1897	15,243,000	2,157,000
NETHERLANDS.		
June 30, 1898	2,800,000	17,007,000
July 1, 1897	2,681,000	7,037,000
BELGIUM.		
June 30, 1898	2,912,000	1,457,000
July 1, 1897	2,728,667	1,363,333
Total for the week	£120,720,575	£96,519,626
Total preceding week	120,266,086	96,357,130
Corresponding date last year	108,087,853	102,818,747

MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for thirty to sixty days, and 3 per cent. for ninety days to four months, and 3½ per cent. for five to six months. Commercial paper rates, 3¼@3¾ per cent. for sixty to ninety days' indorsements, 3½@4 per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England gained £44,474 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 49.25, became 48.69 per cent. The rate of discount was reduced from 3 to 2½ per cent. The Bank of France lost 3,925,000f gold and gained 775,000f silver.

Foreign exchange market easier. Posted rates were $4.85 for sixty days and $4.86½ for demand. Actual rates were $4.84¼@$4.84½ for sixty-day bills, $4.85½@$4.85¾ for demand, $4.85¾@$4.86 for cable transfers, and $4.83@$4.83½ for commercial.

In Continental, Paris francs were quoted at 5.21¼ for long and 5.19⅜ for short, reichsmarks at 94¾@94 13-16 and 95¼@95 5-16, and guilders at 40¼ and 40 5-16.

New York exchange was quoted as follows: Chicago—30c premium. Boston—5@10c discount. San Francisco—Sight, 17½c premium; telegraphic, 20c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—40c premium.

Complete Bond Quotation List, New York Stock Exchange, Week Ending July 2, 1898.

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Alabama Midland 1st gtd. g., 1928.	91	Jan 20	91	Jan 20	91	Jan 20	..	..
Ann Arbor 1st g. 4s, 1995	86¾	Feb 14	81	Apr 25	85	June 27	83	85
Atch., Top. & S. F. gen. g. 4s, 1995	94	Feb 3	85	Apr 26	93⅝	July 1	93½	93¾
Do., registered	89¾	Mar 22	89¾	Mar 22	89¾	Mar 22	..	..
Do., adjustment g. 4s, 1995	67⅝	Jun 30	54¾	Mar 12	67½	July 1	..	..
Atlantic & Pacific income	⅝	Jan 7	⅝	Jan 7	⅝	Jan 7	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	....	..	....	82½	Feb., 96	..	..
Atlantic & Danville 1st g. 5s, 1950	99¾	Jun 24	95	Jan 5	99¾	June 24	95	[illegible]
Balt. & Ohio 1st 6s, Bark'b Br., 1919	118½	Feb 11	100	Apr 6	110	July 1	113	116
Do., gold 5s, 1885-1925	114	Jun 28	80	Jan 12	114	June 28	..	..
Do., registered	108½	Jun 17	108½	Jun 17	108½	June 17	109¼	109¾
Do., eng. certs. of deposit	110½	Jun 27	90	Jan 25	108¾	July 1	108½	109½
Do., do., registered	113¾	Jun 27	95	Feb 4	108	July 1	..	..
Do., con. g. 5s, 1988	113⅝	Jun 27	97	Apr 6	113½	June 28	..	..
Do., registered	103½	May 24	103	May 24	103½	May 24	..	..
Do., J. P. M. Co. certs	113½	July 1	97	Apr 6	113½	July 1	112½	113½
Baltimore Belt 1st g. 5s, int.gtd., 1990	100	Jun 24	84	Jan 11	99½	June 28	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 95	..	..
Monong. River 1st gtd. g. 5s, 1919	..	....	..	....	104¼	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	99	Jan 27	99	Jan 27	99	Jan 27	..	..
Ak. & Chi. Junc. 1st gtd. int.g.5s, 1930	..	....	..	....	102½	Nov., 96	..	..
Do., coupon off	..	....	..	....	90	No 1, 97	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	106	Jun 24	105½	Jun 24	106	June 25	101½	102
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	103	Jun 13	98½	Jan 17	103	June 13	100½	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	60	Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 6	27½	June 8	..	..
Do., do., Series B, 2043	9½	Feb 3	8	May 28	9	June 6	..	..
Ohio & Mississippi 2d con. 7s, 1911	121	Jun 9	120¾	Jun 22	120¾	June 30	..	121
Do., 1st Springfield Div. 7s, 1905	107⅝	Feb 10	102½	May 2	105½	June 21	..	105½
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	113	May 27	112	July 1	112	July 1	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	92½	July 1	79	Apr 8	92½	July 1	92¼	93
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jun 19, 97	..	..
Do., do., 3d installment paid	68	May 24	68	May 24	68	May 24	..	..
Do., all installments paid	86	Jun 27	86	Jun 27	86	June 27	..	..
Sea & B.B.Tr.Co.cts., 1st gtd.g.5s, 1942	..	....	..	....	70½	De 14, 97	..	..
Union El. Tr. Co.cts., 1st gtd.g.6s, 1937	92½	July 1	80	Apr 14	92½	July 1	91⅝	..
Brooklyn Rapid Transit g. 5s, 1945	102¾	July 1	91	Apr 2	102½	July 1	102	103
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104⅛	Jan 18	105½	July 1	..	106
Do., consol. gold 6s, 1922	..	....	..	....	..	....	120	..
Roch. & Pitts. 1st g. 6s, 1921	127	Jan. 26	127	Jan 26	127	Mar 2	..	..
Do., con. 1st g. 6s, 1922	123	Feb 2	123	Feb 2	123	Feb 12	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104¾	Jun 17	106¾	June 28	..	106¾
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	105½	June 23	105½	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g.6s, 1920	..	....	..	....	108	De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908.	111⅛	Jun 28	107¾	Apr 27	108½	July 1	..	108½
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	109	June 27	108¾	109
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 13	114	Mar 25	114½	June 3	..	..
Do., con. g. 5s, 1945	92¼	Jan 22	84¾	Apr 29	89½	July 1	..	89½
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	40	June 30	..	..
Do., 2d pf. inc. g. 5s, 1945	15¼	Jan 6	11	Apr 11	13⅞	June 21	..	..
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	5	May 26	5	May 26	..	..
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	95⅝	Jan 19	95⅝	Jan 19	95⅝	Jan 19	..	..
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	104¾	Jan 4	104¾	June 22	102	..
Do., 1st conv. 7s, 1902	..	....	..	....	113⅞	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110½	Feb 15	110½	Feb 15	..	..
Do., gen. g. 5s, 1987	115	Jun 30	109½	Apr 27	115	June 30	112	112½
Do., do., registered	114¾	Feb 14	108¾	Apr 26	113¼	June 4	..	112
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	101	July 1	100½	101
Do., 5s, 1912	93	Feb 18	90	Jan 5	90	June 28	91	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	115	June 23	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cent. Pac. g. 6s, 1898, Speyer certs	103	Jan 18	103	Jan 18	103	Jan 18	103	..
Do., ext. g. 5s, Series A,B,C,D, 1898	103⅛	Feb 23	103	Feb 18	103	Feb 24	103	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	103	..
Do., Speyer & Co. ctfs. dep. E, 1900	101¾	May 5	101¾	May 5	101¾	May 5	103	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17	102	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	85	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19	100	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	101	..
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29	100½	101½
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	102½	Feb 3	100	Jan 6	101¼	June 29	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898.	101⅛	Jan 7	101⅛	Jan 7	101⅛	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	118½	Jun 22	118	June 22	118	119
Do., g. 6s, 1911	120¼	Jan 21	115½	Apr 20	119	June 21	119½	120½
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	114½	June 30	114	114½
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	112	..
Do., gen. g. 4½s, 1992	85	Jun 8	73½	Mar 26	84	July 1	83¾	84
Do., R. & A. Div. 1st con. g. 4s, 1989	105½	Jun 30	99	Apr 25	105½	June 30	101	104
Do., do., 2d con. g. 4s, 1989	94	Jan 12	92	Mar 14	94	May 25	..	94
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95⅛	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 13	97½	Apr 11	102	July 1	102	..
Chi. & Alton sink. fd. g. 6s, 1903	113½	Apr 21	112½	Feb 7	113⅛	Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15	..	..
Do., 2d 7s, 1900	..	....	..	....	107½	No 18, 97	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104¾	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110¼	Jan 5	105	Mar 25	106¼	June 2	108½	..
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113½	Apr 20	118	June 29	114½	..
Do., sinking fund 5s, 1901	107	Feb 24	104¼	Feb 1	107	Feb 24	..	105
Do., debenture 5s, 1913	109	Feb 7	104⅞	May 16	107	June 30	106½	107½
Do., convertible 5s, 1903	112	Jan 13	104½	Mar 25	112	July 1	..	..
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	109	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	100½	June 29	..	..
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	99¾	June 17	100¼	..
Do., 4s, 1921	100	Jun 9	99	Jun 15	99	June 15	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100	Jan 14	95	Mar 25	99	June 28	..	..
Do., do., registered	97¼	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911.	123	Jan 29	119	Mar 9	120	June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	116	May 23	116	May 23	..	..
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	..	..
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	108	June 22	..	..
Do., do., registered	106¼	Jun 7	101	Jan 4	106¼	June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	105	May 18	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	90	Jun 24	80	Mar 12	90	June 24	..	..
Do., refunding g. 6s, 1947	105	Feb 10	90	Mar 29	103	June 27	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	142	May 16	143	146
Do., 1st Iowa & D. 7s, 1899	140½	Mar 17	137½	Jan 3	140½	Mar 28	143	146
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6	143	146
Chi., Mil. & St. Paul con. 7s, 1905	145½	Jun 28	138	Jan 4	143½	July 1	143	146
Do., 1st I. & D. ext. 7s, 1908	143	May 25	139¼	Jan 5	142½	July 1	143	146
Do., 1st Southwest. Div. 6s, 1909	119¾	Jan 19	116	May 13	117½	May 23	115⅛	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114¼	Apr 20	120½	June 27	117⅛	..
Do., 1st H. & D. Div. 7s, 1910	130¼	Jan 13	128¼	Jun 4	130	June 24	125	..
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	107	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118	Mar 11	118	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	117½	June 29	114⅛	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110⅝	May 23	113	July 1	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115⅛	Feb 11	111	Apr 29	111⅛	July 1	..	..
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	114	June 20	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127⅛	Jan 5	127¼	Jan 27	..	..
Do., con. sk. fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	114	June 21	..	..
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	104	July 1	104	..
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910.	122½	Jan 19	120	Mar 15	120	Mar 18	..	120
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	120	June 9	..	121½
Chicago & Northwestern con. 7s, 1915.	145	Jan 10	138	May 6	139¾	June 1	141	141½
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	113⅝	July 1	113⅝	..
Do., do., registered	116½	Feb 15	112¼	May 27	113⅝	June 29	..	..
Do., sinking fund 6s, 1879-1929	118½	Mar 10	113¾	Jun 2	114½	June 24	115	119
Do., do., registered	114	Jun 14	114	Jun 14	114	June 14	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	108¾	June 21	108	111½
Do., do., registered	..	....	..	....	109½	De 30, 97	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	116½	June 29	116½	117¾
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	..	..
Do., debenture 5s, 1909	110½	Feb 9	107¼	May 18	108	July 1	..	108¾
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19	..	..
Do., debenture 5s, 1921	112	May 11	111	May 9	112	May 11	..	..
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	105½	June 24	105½	107½
Do., registered	103	Jun 10	103	Jun 10	103	June 10	..	..
Do., gen. 3½s, 1987	102	Jun 11	99	May 16	102	June 27	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾	May 26	106	Apr 21	107¾	May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102¼	Apr 12	101½	Jan 8	102¼	Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909.	109	Mar 3	109	Mar 3	109	Mar 3	..	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	134	June 21	134	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929.	117½	Feb 24	113½	May 26	113½	June 6	113	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	130½	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	130	Mar 11	132	June 30	127	131½
Do., do., registered	131¼	Jan 29	128	Apr 2	128	June 30	..	..
Do., debenture 5s, 1921	107⅞	Feb 2	104¾	Mar 25	107⅛	June 28	107½	108
Do., gen. g. 4s, 1988	105⅝	Jun 29	102¾	May 7	103½	July 1	103½	103⅝
Do., do., registered	103¼	May 11	103¼	May 11	103¼	May 11	..	..
Des Moines & Ft. Dodge 1st 4s, 1905.	92	Feb 4	85	Jan 15	92	Feb 14	90½	..

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., 1st 2½s, 1905	70½	Feb 11	69¼	Jan 10	70	Feb 28	..	..
Do., extension 4s, 1905	..	....	..	....	83	Mr 15, 97	85	..
Keokuk & Des Moines 1st 5s, 1923	109	Feb 17	103	Apr 21	106½	June 16	..	..
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible]	Jan 24	126½	Apr 25	133¾	June 30	133½	135
Chi., St. P. & M. 1st g. 6s, 1918	133	Feb 18	128	May 13	132	June 8	130½	..
St. P. & Sioux City 1st g. 6s, 1919	132¾	Jan 28	126	Apr 16	130⅛	June 30	130	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919.	..	....	..	....	106	Jly 22, 97	..	..
Do., gen. g. 6s, 1932	122½	Feb 17	117½	Apr 1	120½	June 18	..	..
Chicago Term. & Trans. 4s, 1947	87⅝	Feb 7	79½	Mar 26	85½	July 1	..	..
Chi. & West. Mich. Ry 5s, 1921	..	....	..	....	98½	Nov., 93	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 26, 97	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	103½	Mr 13, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½	Feb 11	107½	May 10	108½	June 23	..	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105⅝	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	73½	Feb 4	69½	May 3	70	June 10	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	82	May 13	82	May 13	82	June 29	..	..
Do., Cairo Div. 1st g. 4s, 1939	90	Jan 12	88	Jun 8	88	Jun 8	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	98½	Feb 14	90¼	May 9	95	July 1	..	..
Do., do., registered	93	Mar 15	90	Mar 24	90	Mar 24	..	..
Spring & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	88½	Jan 13	80	Jun 13	80	June 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90	Mar 9	89	Feb 28	90	Apr 12	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936.	102	Feb 11	98¾	May 17	99½	May 26	..	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900.	..	....	..	....	107½	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	78⅞	Feb 2	70	Mar 14	78½	June 29	78	78½
Do., income 4s, 1990	19	Jun 21	14	May 7	18⅞	June 30	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½	Mar 5	102	May 9	103	June 21	..	..
Do., con. 7s, 1914	137	Jan 17	131½	Jun 4	131½	June 4	..	..
Do., gen. con. g. 6s, 1934	127¾	May 11	127¾	May 11	127¾	May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	103	May 10	100	Mar 18	103	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120¼	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	60	May 5	56	May 26	59½	June 7	..	59
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $65 paid	80	Jun 29	70½	Apr 21	79¾	June 30	..	80
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	58	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	128	Jan 15	122	Apr 4	122	Apr 4	..	129
Syra., Bing. & N. Y. 1st 7s, 1906	125¼	Jan 3	125¼	Jan 3	125¼	Mar 2	124½	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137¼	May 21	140	June 28	128½	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	102	..
Do., 7s, 1871-1901	113½	Feb 28	107	Apr 21	110½	June 30	110	112
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	139	June 30	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138⅝	Jan 20	138	Feb 26	138	Apr 18	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 87	..	..
Warren 2d 7s, 1900	..	....	..	....	112	May, 96	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	143	May 7	143	May 7	143	May 7	..	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	123½	June 29	121	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	114	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148¾	Au 18, 97	141	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	141	..
Den. & Rio Gr. 1st con. g. 4s, 1936	95¾	Feb 2	89	Apr 8	92½	July 1	..	..
Do., 1st g. 7s, 1900	110½	Feb 11	108	Apr 5	108	July 1	..	..
Do., improvement g. 5s, 1928	93	Feb 2	85½	Jan 3	91½	June 30	92	..
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	..	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	16¼	Jun 8	16¾	June 16	16	17
Duluth & Iron Range 1st 5s, 1937	107¾	Mar 9	104	Jan 3	105¾	July 1	..	105½
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8	105½	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113	Feb 28	110½	112
Do., 2d ext. g. 5s, 1919	117½	Jun 7	116½	May 20	117½	June 7	117	..
Do., 3d ext. g. 4½s, 1923	111½	Jun 3	108	Apr 11	111½	June 27	111¾	..
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 23	117	June 28	117	..
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 3	102½	..
Do., 1st con. g. 7s, 1920	147¾	Feb 11	138	May 6	142⅛	June 21	..	..
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	141	June 25	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	136	June 28	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	108	May 2	111	June 29	110	..
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	84¾	Apr 26	90½	July 1	90½	91
Do., 1st con. gen. lien g. 3-4s, 1996.	75	Jun 8	66	Apr 28	74¾	June 30	..	..
N. Y., Sus. & W. 1st refdg. 5s, 1937	108⅝	Feb 11	99	Apr 27	108	June 23	..	..
Do., 2d g. 4½s, 1937	91	Feb 4	84¾	Jan 6	90	Mar 8	..	..
Do., gen. g. 5s, 1940	98	Feb 7	83	Apr 23	91½	July 1	90½	91½
Do., terminal 1st g. 5s, 1943	111½	Jan 28	110	Apr 15	110	Apr 29	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101⅞	Feb 8	93¼	Jan 3	97½	June 22	98	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	120	June 24	..	122½
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118	Jun 24	112	May 20	118	June 24	..	..
Do., 1st gen. g. 5s, 1942	86½	May 31	82	Apr 13	86½	May 31	..	..
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926.	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	110	May 2	114¼	June 8	115	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	93¾	June 25	..	93
Do., Pt. Huron d. 1st g. 5s, 1939	92½	Mar 4	83	Jan 5	91	June 27	88	91½
Fla. Cent. & Peninsular 1st g. 5s, 1918.	..	....	..	....	103	Au 14, 97	102	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½	Jun 29	65	Mar 17	75½	June 30	75	75½
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	59½	Feb 1	54½	Jan 5	59	May 31	..	60
Gal., H. & H. 1st 5s, 1913	92½	Jun 10	88¾	Jan 26	92	July 1	91½	..
Georgia & Ala. Ry 1st pf. g. 5s, 1945	..	....	..	....	103	Au 11, 97	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929.	..	....	..	....	83	Jun 23, 97	..	..
Green Bay & West. deb. certs., A	49	Jan 27	40¼	Jun 23	40½	June 27	..	..
Greeen Bay & West. deb. certs., B	6½	Jan 26	4	May 7	5	May 31	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	90½	July 1	88	Jun 9	90½	July 1	89½	91
Illinois Central 1st g. 4s, 1951	115	Mar 10	113½	Feb 14	115	Mar 10	..	..
Do., do., registered	108½	Jun 2	108½	Jun 2	108½	June 2	..	..
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	..	..
Do., registered	102⅛	Apr 15	101	Apr 24	102½	Apr 15	..	..
Do., g. 4s, 1952	102	Feb 21	100	May 6	100½	May 19	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	..	..
Do., col. tr. 4s, L., N.O. & Tex., 1953	..	....	..	....	..	....	100¾	101½
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	101¼	July 1	..	..
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	105	July 1	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	120	June 30	122	124
Do., registered	..	....	..	....	118¼	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
St.L., A. & T.H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	110⅛	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	90	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	102¾	June 29	100¼	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	88¼	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	118	June 10	118	122½
Do., 2d g. 5s, 1909	90	Feb 3	78	Mar 23	88	June 29	89	90
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	57½	June 28	..	58
Iowa Central 1st g. 5s, 1938	103½	Feb 19	97	Mar 26	101½	July 1	101	102
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	68⅝	July 1	..	..
Kings Co. El., Ser. A, 1st g. 5s, 1925	50	Jan 5	40	Apr 28	48	June 30	48	..
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	38	Jan 25	35	Mar 11	35	Mar 11	..	..
Lake Erie & West. 1st g. 5s, 1937	117¼	Feb 9	115	May 10	116	May 20	113½	..
Do., 2d g. 5s, 1941	104⅞	Jun 10	95	Apr 29	104¼	June 22	..	102¼
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	102	June 4	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	128
Lake Shore Div. 7s, 1899	106½	Feb 11	106	Jan 14	106	Feb 15	..	..
Do., con. 1st 7s, 1900	110	Mar 9	107	Apr 5	109	May 25	105	..
Do., do., registered	109⅝	Feb 9	105¼	Jun 30	105¼	June 30	105	..
Do., con. 2d 7s, 1903	120⅛	Feb 23	115¾	Jun 16	115¾	June 30	115½	..
Do., do., registered	119¼	Mar 1	115¾	Jun 16	115¾	June 16	115½	..
Do., g. 3½s, 1997	106⅞	Jan 18	102	Apr 7	104⅝	July 1	104	104½
Do., do., registered	106	Feb 21	103	Mar 29	103	Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	102½	July 1	100	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	107	Apr 20	109	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933.	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 23	..	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28	..	120½
Do., gen. g. 4s, 1938	90	Jun 11	85¼	Jan 12	90	June 23	..	..
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927.	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932.	..	....	..	....	103½	June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	36	Jun 10	32	Jan 6	33½	June 21	33	40
Do., gen. g. 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	106	..
Do., N. O. & Mobile 1st g. 6s, 1930.	124½	May 31	120⅝	Jan 6	124½	May 31	..	..
Do., do., 2d g. 6s, 1930	107½	Feb 2	107	Jun 2	107	June 2	103	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	113¼	June 29	112	115½
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118	June 8	..	118¾

	Range for Year 1898.				Last Sale.		Bid.	As'd.
	Highest.		Lowest.					
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24,97	..	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	July 1	105	July 1	105	July 1	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s,1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	103	May 19	102	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	88	July 1	..	..
Do., Pens. & Atl. 1st gtd. g. 6s,1921	109	Jan 8	99	Apr 21	105	June 25	..	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	103	June 8	102	103
Do., Mob. & Mont. 1st g. 4½s, 1945	108	May 5	108	May 5	108	May 5	..	..
N., F. & S. 1st gtd. g. 5s, 1937	95	Feb 9	87½	Apr 5	94	June 28	94½	..
South & North A. con. gtd. g. 5s,1936	101	Jun 2	94	Feb 5	100½	June 24	..	101
Kentucky Central g. 4s, 1978	91	Feb 14	85	Apr 12	85	Apr 12	83	..
Louis. Railway Co. 1st con. g. 5s,1930	109	Mar 19	103	Mar 9	109	Mar 19	110	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	94¾	June 30	94¾	95½
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	119	June 17	116	117
Do., 2d 6s, 1899	105	Jan 26	101	May 5	102⅝	June 28	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	114	July 1	113⅞	114
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	119¾	June 27	..	120
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	120¼	June 22	120	121
Lex. Av. & Pav. F. 1st gtd. g. 5s,1993	123¼	Jan 12	117	Mar 12	120	July 1	..	120
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	76	May 9	70⅝	Feb 10	75¼	July 1	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅜	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	97	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	112	June 21	110½	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	..	103
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22, 97	..	146
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	107½	July 1	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91¾	Feb 4	82¾	Apr 25	90	July 1	89⅞	90
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	63	June 30	..	..
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	..
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	85½	Feb 18	80	Mar 12	82½	June 29	82½	..
Kansas City & Pac. 1st g. 4s, 1990	74½	May 5	71	Jan 4	73	June 9	73	76
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo. Kan. & East. 1st gtd. g. 5s, 1942	99½	Feb 14	93½	Apr 1	99	June 30	99	99¾
Missouri Pacific 1st con. g. 6s, 1920	102¾	Jun 30	93	Mar 26	102¼	July 1	102	102½
Do., 3d 7s, 1906	110	Jun 14	103½	Apr 26	110	June 14	109	112
Do., trust g. 5s, 1917	79½	Feb 8	65½	Jan 19	78	June 13	75	79
Do., 1st col. g. 5s, 1920	73⅛	Jun 27	60	Apr 28	72	June 30	..	..
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103⅝	June 30	102½	105½
Do., 2d ext. g. 5s, 1938	109	Jun 30	106½	Feb 3	109	June 30	106	107½
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	106½	Jun 4	102½	May 5	106¼	June 25	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	106½	June 24	..	..
Do., gen. con. ry & ld. grt.g.5s,1931	95⅝	Jun 28	86	Apr 6	95¾	July 1	..	..
Do., gen con. stpd. gtd. g. 5s, 1931	94	Jun 24	86	Feb 26	94	June 24	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	120	June 18	..	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80½	Feb 5	70	Apr 26	77½	June 30	..	..
Montgomery Div. 1st g. 5s, 1947	99½	Jun 30	97½	May 27	99½	June 30	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	131¾	May 24	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	102	July 1	102	102½
Do., 1st 6s, McM., M. W. & Al.,1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	115½	July 1	115⅝	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	115⅝	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	110⅞	June 30	110¾	..
Do., do., registered	111¾	Feb 8	106	Apr 1	109¼	May 17	110¾	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	110¾	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	104¼	June 30	104¼	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	104⅝	..
Do., deb. certs., ext. g. 4s, 1905	105⅛	May 31	100½	May 6	104⅝	June 30	104¼	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	104⅝	..
Do., gold 3½s, 1997	107	Jun 28	107	Jun 28	107	June 28	104½	..
Michigan Cent. col. trust g. 3½s, 1998	92¾	Jun 27	91¼	Jun 23	92¼	July 1	91¾	..
Lake Shore col. g. 3½s. 1998	95	Jun 24	94	Jun 23	94⅝	June 30	94	95
Do., registered	95	July 1	95	July 1	95	July 1	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	108⅝	July 1	..	..
Do., registered	110	Feb 7	101½	Apr 26	107	July 1	..	107
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	86	No 15, 97	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 3	107½	May 25	107½	June 13	107¼	..
Do., do., registered	109⅛	Jan 27	107⅛	Jun 3	107⅛	June 3	107	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	100
Rome, W. & O. con. 1st ext. 5s, 1922	123	Jan 24	119½	May 12	121¾	June 14	122	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14,97	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	105½	June 30	..	..
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	157½	Jun 9	145	Jan 6	157½	June 16	..	..
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	..
Do., 1st 6s, 1905	..	....	..	....	114	My 27,97	..	..
N. Y., Ont. & Wn. con. 1st g. 5s,1939	109	May 31	106	Mar 7	106½	July 1	106	107½
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	100	July 1	99½	100
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	115	June 21	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	126	May 10	124	Jun 8	124	June 8	125	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	June 27	124	..
Nor. Pac. Ry pr. lien 4s, 1997	98½	Jun 29	90⅛	Apr 21	97½	July 1	..	97½
Do., registered	97¼	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	63½	Jan 31	57	Apr 21	62½	June 30	..	..
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	113½	June 28	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	120½	June 10	122½	124
Do., New River 1st g. 6s, 1932	118	Mar 17	118	Mar 17	118	Mar 17	..	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	105	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	88	Jun 30	82	Apr 14	88	June 30	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85	Feb 8	74¾	Apr 21	81½	July 1	81¼	..
Ogden. & L. Cham. 1st con.6s,1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	84½	Feb 21	80	Jan 13	83½	June 21	..	85
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	76	May 6	80	June 29	76	80
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	116	June 15	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	97	Feb 7	89	Apr 26	95¼	June 30	..	96
Oregon Short Line 1st g. 6s, 1923	127½	Jan 29	118	Apr 16	126½	June 28	..	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	June 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	107	Jun 25	96	Apr 27	106¾	June 29	105	..
Do., non-cum. inc. A 5s, 1946	74½	Jun 11	58	Jan 5	73¾	July 1	..	..
Do., non-cum. inc. B and col. trust	54	Jun 8	39	Jan 4	51½	June 30	..	54
Pacific Coast Co. 1st g. 5s,1946	106	Jun 24	102	Jun 23	103	June 30	102¾	103
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 28	108	Apr 21	113¼	June 28	110¾	..
Do., do., registered	..	....	..	....	112½	De 21, 97	..	..
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113	Feb 8	109½	May 13	110½	June 6	111	..
Do., do., Series B, gtd., 1942	113	Jan 21	106	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109½	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼	Jan 25	140	Jan 10	140¼	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	126	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jly 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	107	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	113½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115½	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	100½	Mar 3	95	Apr 12	96	May 20	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	..	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	June 28	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18½	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	121	..
Do., 2d g. 4½s, 1921	86½	Feb 23	85½	May 23	85½	May 23	85	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	106½	April, 92	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar., 96	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	116	Mar., 93	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	95½	April, 95	..	95
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr 2	108	July 1	..	108
Do., 1st cons. g. 5s, 1943	..	....	..	....	96	Jly 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	88½	Jun 28	75½	Apr 28	87	July 1	..	88
Do., g. 5s, 1891-1941	60	Jun 15	60	Jun 15	60	June 15	..	..
Reading Co. gen. g. 4s, 1997	87½	Feb [illegible]	77½	Apr 22	84½	July 1	..	84¾
Rio Grande West. 1st g. 4s, 1939	[illegible]	Jun [illegible]	73½	Apr [illegible]	87½	July 1	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	[illegible]	Feb [illegible]	91	Jun [illegible]	91	June [illegible]	..	..
Rio Grande South. 1st g. 3-4s, 1940	65	Jun [illegible]	54	Feb 2	65	June [illegible]	..	..

	Range for Year 1898.				Last Sale.		Bid.	As'd.
	Highest.		Lowest.					
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	78½	July 1	..	..
St. L. & S. F. 2d g. 6s, Class A,1906	116¼	Feb 15	111	May 2	111	May 5	113	115
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	113⅝	June 16	..	115½
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	June 24	..	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	120½	June 29	..	..
Do., gen. g. 5s, 1931	106¾	Jun 30	98¼	Apr 25	106¾	June 30	..	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	June 28	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79½	Jun 6	69	Apr 26	78¾	June 30	..	77½
St. L. & San Fran., S. W. Div. 5s, 1947	96	Feb 15	90	Apr 6	95	June 16	..	..
St. Louis Southwest. 4s, cts., 1989	76⅝	Feb 8	70	Apr 26	76¼	June 30	75½	76½
Do., 2d g. 4s, inc. bond cts., 1989	31¾	Jun 7	25	Mar 25	29½	June 30	..	..
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	115	120
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	105	June 27	105½	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	120	June 21	120½	..
Do., Dakota exten. g. 6s, 1910	122	Jan 20	118½	Mar 25	120¾	June 16	120½	..
Do., 1st con. g. 6s, 1933	129	Feb 24	128	Jan 5	129	June 7	..	..
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108¼	Feb 15	105½	May 10	108	June 20	..	..
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	99½	June 25	..	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	131½	June 15	127	129
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	107½	..
Eastern Minn. Div. 1st g. 5s, 1908	109	Jun 30	105½	Apr 12	109	June 30	109½	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	111½	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s,1931,ass.pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	94¼	June 27	94	94¾
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105½	May 17	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	96½	Apr 16	92	Jan 4	94¼	July 1	..	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	125	..
Do., 1st g. 5s, interest gtd., 1937	110¾	May 27	107½	May 25	110½	May 31	..	..
Do., con. g. 6s, interest gtd., 1912	110	July 1	105	May 11	110	July 1	..	..
Do., gen. g. 4s, interest gtd., 1921	82	Jun 9	76¾	Apr 2	81½	June 30	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	66⅝	Jun 29	55½	Apr 25	65	July 1	64½	65
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	98¾	Feb 21	96½	Jan 3	98¾	June 28	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109¼	Jun 28	100¼	Jan 4	106¼	July 1	105	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106¾	May 20	106¾	May 20	107	..
Do., do., 1st con. gtd. g. 5s, 1937	98¼	July 1	92½	Jan 6	98¼	July 1	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87½	Jan 15	82	Apr 21	82	July 1	..	85
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	110	June 30	..	..
Southern Rway 1st con. g. 5s, 1994	96	Jun 6	87	Apr 28	93½	July 1	93⅝	93¾
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	100	Feb 16	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	106¼	Mar 16	108	June 13	..	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	115	June 25	112½	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	110	June 25	..	..
Georgia Pac Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	122	June 15	..	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	117	June 7	114	..
Richmond & Danville con. g. 6s, 1915	125¾	Jun 24	118	Apr 16	125¼	June 24	120	123
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	100	105
Va. Midland gen. 5s, 1936	107¼	Jun 23	100	Mar 24	107¼	June 27	..	107½
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	..	107½
Wash., Ohio & W. 1st cy. gtd.4s,1924	..	....	..	....	84	Au 10, 97	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	109	May 18	..	..
Do., 1st con. g. 5s, 1894-1944	109¼	Jan 12	105½	Apr 14	108½	June 20	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110½	June 21	..	..
Do., 1st g. 5s, 2000	106	Jun 28	96½	Mar 12	105⅝	July 1	105	106
Do., 2d g. income 5s, 2000	41	Jun 30	28	Jan 4	40¼	July 1	40	40½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	120	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	105	June 13	102	104
Do., Western Div. 1st g. 5s, 1935	103½	Jan 7	102½	Jan 3	103½	Jan 21	100	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	78	June 14	..	..
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69¼	Mar 22	72	May 10	70	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	86	June 29	..	88
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100	June 24	..	..
U. P. RR. and ld. grt. g. 4s, 1947	98¾	Jun 27	88½	Apr 21	96¾	July 1	96¾	97½
Do., Tr. Co. cts. g. 4½s, 1918	51	Feb 28	44	Apr 22	47¾	June 27	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	63	Jun 17	48½	Jan 6	62¼	July 1	..	63½
Wabash Railroad Co. 1st g. 5s, 1939	110½	Jun 24	104½	Mar 12	110⅝	July 1	110¼	110¾
Do., 2d g. 5s, 1939	86¾	Jun 29	74½	Mar 24	86¾	June 30	86¼	87
Do., deb., Series B, 1939	29⅞	Jan 12	21	Apr 27	27¾	June 28	26	28
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	102½	July 1	..	..
St. L., K.C. & N.St.C.B.1st g. 6s,1908	110	Jan 5	108½	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	108	Apr 25	107¼	July 1	..	107¾
Do., gen. g. 3-4s, 1943	55	Feb 7	47¼	Apr 26	52½	June 21	..	..
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	15	June 14	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	105½	110
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	..	..
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	..	....	..	....	62¼	July, 96	82	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16, 97	..	..
Do., Eng. Trust Co. cts	47½	Jan 18	33½	Jan 3	42½	July 1	40½	..
Do., income g. 5s, 1937	7½	Jan 17	5	Jan 14	6½	Jan 19	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898.				Last Sale.		Bid.	As'd.
	Highest.		Lowest.					
Adams Express col. tr. 4s, 1948	99½	Jun 28	98¼	Jun 27	98½	July 1	98	99
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	106½	June 24	106	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	85	June 30	..	85
Boston Un. Gas tr. cts., sk.fd.g.5s,1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co 1st con.g.5s,1945	115	Jun 1	109½	Apr 27	115	June 30	..	115
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	92	Apr 23	92½	July 1	..	93
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	110	..
Colorado Coal & Iron 1st con. g.6s,1900	100½	Jan 25	95	Jan 6	99	May 7	100	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101⅛	Apr 28	101⅛	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 2	89	May 20	92½	June 27	..	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	92½	July 1	92	92¾
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112¾	Feb 18	108	Apr 9	111	June 22	..	..
Do., 1st con. g. 5s, 1995	119	Jun 8	114½	Mar 25	117¼	June 10	114¾	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jly 23, 97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	104	Jun 22	96	Apr 28	104	June 22	103	..
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g.6s,1931	..	....	..	....	111	Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'sn & Clearfd. C. & Ir.1st g.5s,1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g.5s,1919	105¼	Jan 31	100	Apr 18	105	June 22	105	105¼
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	85	..
National Starch Mfg. Co. 1st g.6s,1920	108	Jun 8	105	Jan 11	108	June 8	105	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	102	Mar 29	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	115	June 27	..	..
Do., refunding 5s, 1947	..	....	..	....	..	....	106	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937	106¾	Jan 24	103	Mar 28	104	May 13	..	..
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	101	Apr 19	..	..
Eq. Gas & Fuel Chi. 1st gtd. g. 6s ,1905	108	May 10	106	May 19	106	May 19	103	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 95	..	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N. Y. con. g.6s,1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s,1946	71	Jun 25	51	Mar 12	69¾	June 30	69½	70
Do., inc. g. 5s, 1946	17	May 25	11	Mar 23	15¾	June 28	..	16
Tenn. Coal, I. & R.T. Div. 1st g.6s,1917	86	Feb 23	79	May 9	82	May 11	..	..
Do., Birm. Div. 1st con. 6s, 1917	89	Jun 14	79	Mar 25	88½	June 16	..	90
Cahaba Coal M. Co. 1st gtd.g.6s,1922	..	....	..	....	81	No 6, 96	..	..
De Bardeleben C. & I.Co.gtd.g.6s,1910	83	Jan 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111¼	May 5	114½	June 23	..	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series B, 5s, 1899-1914	..	....	..	....	..	....	101¼	..
Series C, 5s, 1900-1915	..	....	..	....	..	....	102½	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100½	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1908-1918	..	....	..	....	..	....	100¾	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105¼	Feb 25	105¼	Feb 25	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	103	..
Do., debenture 7s, 1884-1900	..	....	..	....	106	Sep 21,97	..	..
Do., collateral trust cur. 5s, 1938	111	Jan 14	105	Apr 21	111	June 14	106	..
Mutual Union Tel. sk. fd. 6s, 1911	111	Mar 16	111	Mar 16	111	Mar 16	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	107	Mar., 96	..	..
Western Gas Co. col. trust g. 5s, 1933	101	Mar 16	101	Mar 16	101	Mar 16	..	..
Wheel. L.E. & Pitts. Coal 1st g.5s,1919	..	....	..	....	..	....	85	..

SIX MONTHS OF 1898.

Continued from Page 1.

settlements were responsible for the strength on June 24 and the successful landing of the American army also brought about some bullish enthusiasm. On June 28 the market was raided by the bears and the short interest extended. During the remaining two days of the month, however, there was steadiness, although stocks showed no activity.

The six months closed with the Street on the eve of a protracted holiday, and with every one awaiting eagerly for news of the first big land engagement in Cuba expected within a short time in the neighborhood of Santiago.

After Dewey's Achievement.

The following table shows fluctuations in stocks from the time of the Dewey victory at Manila to the close of June, showing the effect of the American victory in the Philippines and also showing how prices at the end of the six months are within a few points of the highest of the year:

	Close April 30.	Opening May 2.	High Point.	Close June 30.
Atchison pf.	25⅜	26½	34¼	33⅝
Brooklyn Rap. Tran.	37⅞	38¼	55¼	54½
Burlington	93	95	107⅝	105
Consolidated Gas	175	176	205½	198¼
Louis. & Nash.	47⅝	49	57⅞	51⅝
Manhattan	95⅝	96	107⅞	104⅝
Mo., Kan. & Tex. pf.	31⅜	32½	36⅛	33½
Missouri Pacific	26¾	28	36½	35
N. J. Central	93½	94½	97½	94
N. Y. Central	110	112	117⅞	115⅝
Northern Pacific pf.	62⅞	64	70½	69½
Northwestern	118⅝	121	130	125⅝
Omaha	70	72½	79½	77
People's Gas	91⅝	92⅞	104¼	98¾
Reading 1st pf.	39⅛	40½	49	45⅜
Rock Island	85	86½	108⅝	97
St. Paul	87⅞	89⅛	102½	98¾
Southern pf.	26	27	33⅛	29¼
Sugar	123⅞	127	145⅛	132½
Tobacco	102¾	104⅜	121	119
Western Union	86⅝	87⅞	95	93

CALENDAR FOR THE WEEK.

Monday, July 4.

Holiday. Stock Exchange closed.

Tuesday, July 5.

Cincinnati, Hamilton and Dayton Railroad preferred A and B—Dividend payable.
Consolidated Ice Company—Books close for dividend on preferred stock.
Continental Bank—Dividend payable.
Dayton and Michigan Railroad—Dividend payable.
Detroit, Hillsdale and Southwestern Railway—Dividend payable.
Pittsburg, Fort Wayne and Chicago Railroad—Dividend payable.
Rhode Island Perkins Horse-Shoe Company—Books close for dividend on preferred stock.
Southeastern Railroad of Georgia—Dividend payable.
Twenty-sixth Ward Bank, Brooklyn—Dividend payable.
Swift & Co.—Dividend payable.

Wednesday, July 6.

Chicago and Northwestern Railroad—Dividend payable on common and preferred.
Cleveland, Cincinnati, Chicago and St. Louis Railroad—Dividend payable on common and preferred stocks.
St. Louis and San Francisco Railway—Dividend payable on first and second preferred stocks.
Swift & Co.—Books open.
Ware River Railroad—Dividend payable.

Thursday, July 7.

Central and South American Telegraph Company—Dividend payable.
Mexican Telegraph Company—Books close.
New Orleans Gas Light Company—Books close.

Friday, July 8.

Western Gas Company—Books close.

Saturday, July 9.

Delaware, Lackawanna and Western Railroad—Books close.
John B. Stetson Company—Books close for dividend on preferred stock.
National Railway Company of St. Louis—Dividend payable.
Philadelphia Company—Dividend payable.
Westinghouse Electric and Manufacturing Company—Dividend payable.

CLEARING HOUSE COMPARISONS.

Exchanges week ending July 2	$826,863,622
Balances week ending July 2	62,690,979
Exchanges week ending June 25	655,289,867
Balances week ending June 25	43,167,523
Exchanges week ending June 18	763,433,231
Balances week ending June 18	47,170,993
Exchanges week ending June 11	747,874,044
Balances week ending June 11	87,216,835
*Exchanges week ending June 4	719,788,431
*Balances week ending June 4	41,451,405
Exchanges week ending May 28	706,878,309
Balances week ending May 28	40,433,231
Exchanges week ending May 21	756,408,491
Balances week ending May 21	44,270,061
Exchanges week ending May 14	819,486,982
Balances week ending May 14	46,850,109
*Exchanges week ending May 7	778,748,624
*Balances week ending May 7	42,742,666
Exchanges week ending April 30	631,653,506
Balances week ending April 30	41,238,796
Exchanges week ending April 23	628,188,250
Balances week ending April 23	35,903,111
Exchanges week ending April 16	630,947,708
Balances week ending April 16	35,834,274
Exchanges week ending April 9	665,828,308
Balances week ending April 9	36,559,229
Exchanges week ending April 2	782,961,674
Balances week ending April 2	58,889,842
Exchanges week ending March 26	611,838,204
Balances week ending March 26	38,966,193
Exchanges week ending March 19	785,675,898
Balances week ending March 19	48,968,653
Exchanges week ending March 12	732,221,310
Balances week ending March 12	39,548,544
Exchanges week ending March 5	904,747,377
Balances week ending March 5	50,181,172
*Exchanges week ending Feb. 26	803,511,568
*Balances week ending Feb. 26	41,639,433
Exchanges week ending Feb. 19	906,600,610
Balances week ending Feb. 19	48,226,399
*Exchanges week ending Feb. 12	725,199,643
*Balances week ending Feb. 12	87,429,764
Exchanges week ending Feb. 5	928,210,938
Balances week ending Feb. 5	54,212,451
Exchanges week ending Jan. 29	825,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	852,827,085
Balances week ending Jan. 22	46,661,532
Exchanges week ending Jan. 15	891,167,281
Balances week ending Jan. 15	46,965,003
Exchanges week ending Jan. 8	1,042,897,394
Balances week ending Jan. 8	62,870,869
*Exchanges week ending Dec. 31	739,857,261
*Balances week ending Dec. 31	39,290,991
*Exchanges week ending Dec. 24	629,611,113
*Balances week ending Dec. 24	36,617,401
Exchanges week ending Dec. 18	865,245,517
Balances week ending Dec. 18	55,779,441
Exchanges week ending Dec. 11	783,921,643
Balances week ending Dec. 11	45,229,124
Exchanges week ending Dec. 4	793,330,906
Balances week ending Dec. 4	43,451,912
*Exchanges week ending Nov. 27	652,151,030
*Balances week ending Nov. 27	41,889,376
Exchanges week ending Nov. 20	728,626,090
Balances week ending Nov. 20	44,443,031

*Five days.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue gen. m. 5s	105	109
Atlantic Avenue con. m. 5s	106	109
Atlantic Avenue imp. 5s	85	..
Bleecker St. & F'lton F'y stock	83	85
Bleecker St. & F. Ferry 1st 7s	103	105
Broadway & Seventh Avenue	212	220
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	106	107
Brooklyn, Bath & W. E. 5s	85	88
Brooklyn City R. R. 1st m. 5s	110	113
Brooklyn City Railroad	212	214
B'klyn City & Newtown stock	200	208
B'klyn City & Newtown 1st 5s	114½	117
Brooklyn El., when issued	25½	26½
Brooklyn El. pf., when issued	59	60
B'klyn, Queens Co. & Sub'n 5s	106	108
Buffalo Crosstown 5s	107	110
Buffalo Street Ry. stock	80	82
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	250	..
Central Cross-Town 1st 6s	118½	..
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	113
Christopher & Tenth Street	155	165
Christopher & Tenth Street 1st	100½	103
Citizens' Ry. (Indianapolis) 5s	75	80
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	56	60
Cleveland Electric con. 5s	103	..
Coney Island & Brook. stock	200	..
Coney Island & B'klyn 1st 5s	106	108
C. I. & B'klyn 5 per cent. cetfs	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	96	98
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	114	116½
D. D., E. B'y & B. 5 p. c. scrip	100½	102
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	..
42d St. & Grand Street	335	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	5	5½
Kings County incomes	8	9
Louisville St. Ry. com	84	88
Louisville St. Ry. pref	94	98
Met. W. S. Elev. (Chi.) 1st 5s	54	55
Nassau Elec. 1st 5s, (B'klyn)	101	102
New Orleans Traction com	1½	2¼
New Orleans Traction pf	7	9
New Orleans Traction notes	..	75
North Shore Traction com	11	14
North Shore Traction pf	75	77
Ninth Avenue	183	190
Providence & Pawtucket 1st	103½	106½
Richmond Traction 5s, 1925	105	106
Rochester Ry	10	15
Rochester Ry. con. 5s	95	99
Second Avenue stock	170	174
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	113¾	114¼
Scranton Traction	8	10
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	177	180
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	107
Twin City R. Transit Co. com	10	20
Twin City R. Transit Co. pf	90	100
Union Railway 1st 5s	111½	114
Union Railway	175	200
West Chicago Street	93¼	93½
West End (Boston)	83	83½
West End (Boston) pf	103	104
Worcester Traction common	14	17
Worcester Traction pf	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	40	41¾
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	150	175
Atlantic	135	140
Bond & Mort. Guar. Co	190	..
Brooklyn	..	402½
Central	1350	1375
Colonial	193	197
Continental	187½	..
Farmers' Loan & Trust	850	..
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	80
Guaranty	425	..
Hamilton	230	235
Kings County	280	..
Knickerbocker	235	..
Lawyers' Surety	100	110
Lawyers' Title Ins	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co	1175	..
N. Y. Security & Trust	365	..
People's	..	256
Produce Exchange	200	202
Real Estate Trust Co	200	..
State	200	210
Title Guarantee & Trust	275	282
Union	1000	..
U. S. Mortgage & Trust	275	..
United States	1175	..
Washington	235	..

Insurance Companies.

	Bid.	Asked.
Citizens'	108	112
Commonwealth	..	107
Continental	430	..
Eagle	235	245
Empire City	..	100
Farragut	..	100
German-American	400	450
Germania	230	245
Greenwich	150	..
Hamilton	105	110
Hanover	140	145
Home	190	197
Kings County	165	175
Nassau, Brooklyn	150	..
New York	100	110
Niagara	150	..
North River	120	130

Insurance Companies—Continued.

	Bid.	Asked.
Pacific	150	160
Peter Cooper	117	125
Phenix, Brooklyn	170	175
Rutgers	110	120
Stuyvesant	75	..
United States	110	120
Westchester	430	..
Williamsburg City	380	..

Banks.

	Bid.	Asked.
America	352	..
American Exchange	163	168
Astor Place	220	..
Bowery	300	310
Broadway	225	235
Butchers & Drovers'	65	..
Central	157½	..
Chase	265	..
Chatham	285	..
Chemical	3600	4000
Citizens'	125	..
City	1000	1200
Colonial	130	..
Columbia	150	..
Commerce	200	204½
Continental	123	130
Corn Exchange	270	280
East River	125	..
Eleventh Ward	225	..
Fifth Avenue	2900	3300
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	125	150
Fourth National	170	180
Fourteenth Street	130	160
Gallatin	300	..
Gansevoort	..	90
Garfield	350	..
German-American	112	117
Germania	385	..
German Exchange	265	..
Greenwich	165	..
Hamilton	105	..
Hanover	385	..
Hide & Leather	85	95
Home	..	155
Hudson River	142	..
Importers & Traders'	465	500
Irving	142½	..
Leather Manufacturers'	170	180
Liberty	135	..
Lincoln	750	800
Manhattan	225	235
Market & Fulton	225	235
Mechanics'	170	180
Mechanics & Traders'	113	..
Mercantile	167	..
Merchants' Exchange	116	..
Merchants'	145	150
Metropolis	400	..
Mount Morris	100	..
Mutual	100	120
Nassau	145	..
National Union	220	230
New Amsterdam	250	..
New York	235	240
New York County	800	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	90	95
North America	125	..
Oriental	140	..
Pacific	..	185
Park	300	308
People's	200	..
Phenix	90	92½
Plaza	190	..
Produce Exchange	110	117
Republic	145	..
Riverside	180	200
Seaboard	175	..
Second National	450	..
Seventh National	110	120
Shoe & Leather	93	98
Sixth National	250	..
State of New York	102	106
Tradesmen's	90	..
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	156
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	198½
Beech Creek	95	100
Boston & Providence	275	277
Cayuga & Sus	198	205
Columbus & Xenia	193	..
Delaware & Bound Brook	169	179
Detroit, Hillsdale & S. W	90½	..
Erie & Pittsburg	136	140
Fort Wayne & Jackson pf	126	..
Gold & Stock Tel. Co	108	..
Kal., Allegan & G. Rapids	143	150
Kan. City, St. L. & C. pf	130	..
Little Miami	182½	185
Louisiana & Mo. R. pf	165	..
Mahoning Coal	100	..
Mahoning Coal pf	106	..
Naugatuck	245½	..
New York & Harlem	300	..
N. Y., Lack. & Western	120	123
Norwich & Worcester pf	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough	135	..
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co	255	256
Valley of New York	112	113
Warren	166	170

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co	39	41½
American Brake	88	91
American Grocery 1st pf	..	9
American Press Association	100	110
American Soda Fountain Co	4	8
American Soda Fountain 1st pf.	45	55
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	38	40
Atlantic Mu. Ins. scrip, 1897	103	105
American Graphophone	130	135
American Graphophone pf	132½	140
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf	..	65
Barney & Smith Car 6s	97	100
Bliss, E. W	85	100
Bliss, E. W., pf	100	112½
Carter-Crume pf.	35	..

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Celluloid Company	66	69
Central & South Amer. Tel	102	104
Ches. & Pot. Tel. stock	55	65
Ches. & Pot. Tel. 5s	103	106
Chesebrough Mfg. Co	385	396
Claflin (H. B.) 1st pf	90	94
Claflin (H. B.) 2d pf	88	93
Commercial Cable	170	180
Consolidated Car Heating	32	38
Consolidated Fireworks com	..	10
Consolidated Fireworks pf	27½	..
Cramps' Ship & Eng. Bldg	74	77
Diamond Match Co	135	136
Electro-Pneumatic, as. pd	1½	1⅝
Empire & Bay State Tel	68	78
Eastman Kodak Co	95	100
Erie & Western Trans	70	90
Electric Vehicle	8	10½
Electric Vehicle pf	70	80
Glucose Sugar Refining com	48	48½
Glucose Sugar Refining pf	102¾	103½
Gorham Mfg. Co., common	..	90
Gorham Mfg. Co. pf	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	83	88
Hecker-Jones-Jewell M. bonds	80	85
Herring-Hall-Marvin com	¼	1½
Herring-Hall-Marvin pf	6	9
Hoboken Land & Imp	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper	37	40
International Paper pf	85	86
International Paper 6s	103½	107
Iron Steamboat	2½	4¾
Iron Steamboat 6s	55	60
J. B. Stetson com	45	..
J. B. Stetson pf	100	110
Journeay & Burnham com	..	22
Journeay & Burnham pf	70	80
Lanston Monotype	80	87½
Lorillard pf	112	113½
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	30	40
Mechanical Rubber com	8	15
Mechanical Rubber pf	25	40
Mergenthaler Linotype	180	183
Mich. Pen. Car com	9	11
Mich. Pen. Car pf	47	51
Mich. Pen. Car 1st 5s	84	88
Mosler Safe Co. pf	..	105
National Saw pf	..	25
National Casket Co	60	80
National Wall Paper deb. stock	42½	52½
N. Y. Loan & Imp	50	..
National Biscuit	30	32
National Biscuit pf	91	92½
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
New York Air Brake	40	43
N. Y. & N. J. Telephone	147	151
Nicaragua Construction	10	11½
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	356
Penn. Salt Manufacturing	102	104
Penn. Water com	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	37	38
Pratt & Whitney com	4	8
Pratt & Whitney pf	40	50
Procter & Gamble	222	..
Procter & Gamble pf	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf	..	55
Safety Car Heating & Light	96	101
Simmons Hardware com	103	..
Simmons Hardware pf	116	120
Singer Mfg. Co	400	420
Standard Oil	440	441
Susquehanna Coal 6s	115	..
Swift & Co	94	97
Swift & Co. 1st pf	106	..
Texas & Pacific Coal	48	53
Texas & Pacific Coal 1st	102	..
Terminal Warehouse stock	..	10
Terminal Warehouse 1st 6s	..	70
Terminal Warehouse deb. 6s	..	70
Trenton Potteries com	9	11
Trenton Potteries pf	38	42
Trow Directory pf	30	33
Union Switch & Signal	64	66
Union Switch & Signal pf	110	116
Union Typewriter com	6½	8
Union Typewriter 1st pf	93	95
Union Typewriter 2d pf	82	85
U. S. Glass com	25½	27
U. S. Glass pf	70	90
Wagner Palace Car	165	168
Westinghouse Air Brake	490	..
Wool Exchange of New York	110	120
Worthington Pump	25	28½
Worthington Pump pf	88	92

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	63¼	64
Baltimore Con. 1st 5s	107	109
Bay State Gas inc	60	70
Buffalo (N. Y.) 1st w. i	91½	92
Buffalo (N. Y.) stock	22¾	23¾
Central (N. Y.)	175	..
Central Union Gas bonds	104	105
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	103	106
Chi. Eq. Gas L. & F. 1st 6s	101½	104½
Chi. P. Gas & C. 1st 6s	107	110
Chi. P. Gas & C. 2d 6s	106	109
Chi. P. Gas & C. con. 6s	115	120
Chicago P. Gas refunding 5s	106	108
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	98	102
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	98	101
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J	16	21
Consumers' Gas (Jersey City)	73	79
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s	94	97
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	114	117
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids Gas bonds	98	100
Ind. Nat. & Ill	59	63
Indiana Nat. & Ill. 1st 6s	73	76
Indianapolis stock	115	125
Indianapolis 1st 6s	105	107
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	100	102½
Minneapolis Gas 6s	103½	105
Mutual of New York	340	345
New Amsterdam	31½	32
New Amsterdam pf	75¼	76
New Amsterdam 1st 5s	102	103
N. Y. & E. R. Gas Co. 1st	112	114
N. Y. & E. R. Gas Co. con	106	108¼
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	138	140
Standard Gas, New York, pf	153	160
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	88	89
Western Gas Co., Milwaukee	89	89¾
West. Gas Co. bonds, Milw'kee	102	104
Williamsburg 1st 6s	101	103½

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, July 2, total transactions included 1,128,394 shares of stock, $12,387,200 bonds, with $17,000 Government and no State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	July 3, 1897.	July 2, 1898.	Differences.
R. R. & Misc.	$1,731,680	$1,128,282	*$603,398
Banks	18	....	*18
Mining	800	3,600	†2,800

BONDS.

	July 3, 1897.	July 2, 1898.	Differences.
R. R. & Misc.	$9,626,250	$12,387,200	†$2,760,950
State	24,500	....	*24,500
Government	5,800	17,000	†11,200

*Decrease. †Increase.

⁂

Net changes in stocks for the week of 1 per cent or more were:

Stocks Advanced.

Am. Sug. Refs.	2⅛	Manhattan	1⅝
Am. Tobacco	1⅝	Oregon Short Line	1
Brook. Rap. Trans.	2⅝	People's Gas, Chi.	3
C., R. I. & Pac.	1⅝	Pullman Car	18¼
Col. Fuel & Iron	1½	St. J. & G. I. 1st pf.	1½
Consol. Ice	1¼	St. J. & G. I. 2d pf.	1⅛
Des M. & Ft. D.	1	St. L. & S. F. 1st pf.	1
Eastern Elevator	1	Third Avenue	2
Ed. El. Ill. of N. Y.	3⅝	U. S. Rubber pf.	2⅝
Laclede Gas	2	West Chicago St.	1⅛
Lake Shore	2	Wells-Fargo Ex.	1

Stocks Declined.

Adams Express	2	N. Y. Airbrake	4
Am. Sp. Mfg. pf.	1	Pacific Mail	1⅛
Balt. & Ohio	1¼	St. P. & Omaha	1⅝
Erie 1st pf.	1	Southern Pacific	1
Evans. & T. H. pf.	2	Union Pacific pf.	1⅛
Nat. Lead pf.	1	Wheel. & L. E. pf.	1
N. J. Central	1½		

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

Balt. & O. con. 5s, 1988	2½	Mo. Pacific Con.	1
Brook. El. 1st, t. r.	1	N. Y., Chi. & St. L. 1st	1¼
Brook. R. T. 5s	3¼	N. Y., Sus. & W. gen.	1
Detroit City G. 5s	1⅜	Ore. Imp. Con. 5s, all in. pd	1
Flint & P. M. 5s, Pt. H. Div.	1	Texas Pacific 2d	2⅝
Ft. W. & D. C. 1st	1½	Union El. 1st, t. r.	1⅝
Int. & G. N. 2d	1	Wabash 2d	1¼
Mo., K. & T. 1st	1⅝	Wis. Cent. 1st, t. r.	1⅝

Bonds Declined.

Balt. & O. 5s, Parks. Branch	1½	Chi., I. & L. ref. 6s.	1
Cent. of Ga. 1st pf. inc.	1	Mo., K. & T. of T. 5s.	2½
		Mo. Pac. 1st, col. 5s.	1
		Stand. R. & T. 6s	1⅝

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 1, 1898	$8,236,801
Week ended July 2, 1897	11,211,486
From Jan. 1, 1898	222,395,484
From Jan. 1, 1897	284,783,288

Exports of General Merchandise.

Week ended June 28, 1898	$8,478,365
Week ended June 29, 1897	9,612,634
From Jan. 1, 1898	232,405,058
From Jan. 1, 1897	195,950,894

Imports of Gold.

Week ended July 1, 1898	$3,754
Week ended July 2, 1897	63,477
From Jan. 1, 1898	69,080,908
From Jan. 1, 1897	1,914,799

Exports of Gold.

Week ended July 1, 1898	$5,795
Week ended July 2, 1897	......
From Jan. 1, 1898	4,634,689
From Jan. 1, 1897	24,345,120

Net Imports of Gold.

From Jan. 1, 1898	$64,446,219
Week ended July 2, 1897	63,477

Net Exports of Gold.

Week ended July 1, 1898	$2,041
From Jan. 1, 1897	22,430,321

Imports of Silver.

Week ended July 1, 1898	$32,501
Week ended July 2, 1897	92,718
From Jan. 1, 1898	1,327,255
From Jan. 1, 1897	1,398,875

Exports of Silver.

Week ended July 1, 1898	$923,990
Week ended July 2, 1897	783,083
From Jan. 1, 1898	21,704,133
From Jan. 1, 1897	23,708,118

Net Exports of Silver.

Week ended July 1, 1898	$891,489
Week ended July 2, 1897	690,365
From Jan. 1, 1898	20,376,878
From Jan. 1, 1897	22,309,243

Total Imports of Specie.

Week ended July 1, 1898	$36,255
Week ended July 2, 1897	156,195
From Jan. 1, 1898	70,265,023
From Jan. 1, 1897	3,313,674

Total Exports of Specie.

Week ended July 1, 1898	$929,785
Week ended July 2, 1897	783,083
From Jan. 1, 1898	26,338,822
From Jan. 1, 1897	48,053,238

Total Net Imports of Specie.

From Jan. 1, 1898	$43,926,201

Total Net Exports of Specie.

Week ended July 1, 1898	$893,530
Week ended July 2, 1897	626,888
From Jan. 1, 1897	44,739,564

ON THE LONDON EXCHANGE.

LONDON, July 2.—It is thought probable that the Bank of England will reduce its rate of discount to 2 per cent. on Thursday next. The money market is distinctly weak.

The Stock Exchange market throughout the week exhibited a good tendency, and there were many substantial increases. Investment securities were particularly strong. English railway shares were bought freely, and all commanded higher prices. The market for American securities was dull, pending decisive news as to the operations at Santiago de Cuba, and the movements in either direction were small.

Grand Trunks have fallen sharply, the decline ranging from ½ point to 3½ points, and Canadian Pacifics were ⅝ point lower. A majority of the international stocks improved, but Spanish were ½ down.

The South African mining market is reviving, and numerous rises are recorded.

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, [illegible]

The banks now hold $62,013,550 more than the legal requirements. The changes in the averages show an increase in loans of $8,384,700, an increase of specie of $1,963,300, an increase in legal tenders of $975,700, an increase in deposits of $12,526,800, and a decrease in circulation of $6,600.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	July 2, '98.	June 25, '98.	July 3, '97.
Loans	$620,983,800	$612,599,100	$532,707,900
Specie	186,070,200	184,106,900	90,496,600
Legal tenders	63,462,000	62,486,300	102,134,200
Net deposits	750,074,600	737,547,800	604,983,700
Circulation	14,659,800	14,666,400	13,781,200

The following shows the amount of reserve held above the legal requirements:

	July 2, '98.	June 25, '98.	July 3, '97.
Specie	$186,070,200	$184,106,900	$90,496,600
Legal tenders	63,462,000	62,486,300	102,134,200
Total r's've	$249,532,200	$246,593,200	$192,630,800
Reserve required ag'st deposits	187,518,650	184,386,950	151,245,925
Excess of reserve above legal req'rements	$62,013,550	$62,206,250	$41,384,875

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,575	$43,991,450	$27,153,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,200	57,067,800	37,678,500
Jan. 29	35,609,450	59,143,250	39,[illegible],400
Feb. 5	[illegible]	54,[illegible]	40,182,425
Feb. 12	[illegible],437,050	51,672,[illegible]	35,816,875
Feb. 19	25,658,450	55,035,550	28,627,050
Feb. 26	22,950,225	57,520,975	24,422,150
March 5	20,822,500	[illegible]	[illegible],234,500
March 12	22,721,[illegible]	[illegible]	21,448,825
March 19	28,060,050	48,166,975	19,042,675
March 26	33,851,175	48,895,750	18,042,675
April 2	[illegible]	47,[illegible],575	17,005,975
April 9	35,[illegible],475	46,170,050	17,921,250
April 16	37,246,075	46,[illegible]	18,159,250
April 23	43,525,100	49,297,900	20,678,675
April 30	44,594,675	48,917,[illegible]	22,944,275
May 7	42,916,475	44,[illegible],975	20,[illegible]
May 14	[illegible]	44,[illegible]	18,977,[illegible]
May 21	[illegible]	[illegible]	[illegible],701,[illegible]
May 28	52,701,600	46,016,100	[illegible],230,675
June 4	53,249,700	45,320,[illegible]	18,486,800
June 11	55,[illegible],100	47,[illegible]	20,677,[illegible]
June 18	[illegible]	[illegible]	19,918,[illegible]
June 25	[illegible]	[illegible]	21,917,[illegible]
July 2	[illegible]	[illegible]	[illegible]

The following shows the surplus reserve at this time for a series of years:

[illegible]	$62,013,[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing July 1.		STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898.				Last Sale.	
Bid.	Asked.					Highest.		Lowest.			
180	..	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
125	130	American Express	18,000,000	July 1, 1898	$3	130	Feb. 14	117½	Jan. 8	127	June 18, 1898
104	106	**Boston Air Line pf.**	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	13,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
20	30	Buff., Roch. & Pittsburg	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	28½	June 7, 1898
64	66½	Buff., Roch. & Pittsburg pf.	6,000,000	Feb. 15, 1898	1	67¾	Jan. 8	*61	May 3	66½	June 10, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20¾	Oct. 13, 1897
172	..	Chicago & Alton pf.	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
58½	59¼	Chicago & Eastern Illinois	6,197,800	July 1, 1898	2½	66	June 1	*48	Apr. 25	59	June 25, 1898
32	34	Chicago Great Western pf., A	11,160,000	....	..	36½	Jan. 28	28	Mar. 15	33½	June 22, 1898
23	24	Chicago Great Western pf., B	7,444,190	....	..	25⅝	Jan. 14	20	Apr. 21	24⅝	June 6, 1898
71	75	Chicago Great Western deb.	12,050,500	Jan. 15, 1898	2	..	....	..	....	*75	Dec. 27, 1897
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
86½	88½	Cleve., Cin., Chi. & St. L. pf.	10,000,000	April 20, 1898	1¼	*88¾	June 17	77½	Mar. 9	*88	June 21, 1898
45	49	Cleve., Lorain & Wheeling pf.	5,000,000	Oct. 1, 1896	1	50¼	Feb. 5	45	May 2	48¾	June 1, 1898
170	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	170	June 7	*169½	June 24	*169½	June 24, 1898
1½	3	Col. Coal & Iron Dev. pf.	500,000	....	..	2½	Jan. 7	2	June 6	2½	June 6, 1898
..	90	Col. Fuel & Iron pf.	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
4	6½	Colorado Midland	3,420,200	....	..	*6	June 6	*5	June 6	5¼	June 23, 1898
14	17	Colorado Midland pf.	4,644,800	....	..	*18½	June 14	14	June 23	16	June 25, 1898
22½	24	Col., Hock. Val. & Tol. pf.	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	24½	June 17, 1898
160	180	Commercial Cable	10,000,000	July 1, 1898	1¾	..	....	..	....	*162½	May 28, 1897
..	..	Consol. K. C. Smelt. & Ref. pf.	871,325	April 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
107½	109	**Delaware & Hudson**	35,000,000	June 15, 1898	1¼	114½	Feb. 3	104	Apr. 21	*109	June 23, 1898
..	158	Del., Lack. & West	26,200,000	Apr. 20, 1898	1¾	159	Feb. 8	144¼	Apr. 21	*153½	June 15, 1898
12	13	Denver & Rio Grande	38,000,000	....	..	13	Jan. 12	10	Apr. 16	12¼	June 20, 1898
80	..	Des Moines & Ft. Dodge pf.	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
2½	..	Duluth, South Shore & Atlantic	12,006,000	....	..	..	....	..	....	4½	Sept. 16, 1897
..	..	**Edison El. Ill. of Brooklyn**	4,000,000	Apr. 15, 1898	1½	111	Feb. 8	*102½	Apr. 1	106½	June 17, 1898
17	18	Erie 2d pf.	16,000,000	....	..	21⅝	Feb. 11	15½	Apr. 22	*17	June 23, 1898
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
25	26	Evansv. & Terre Haute	4,000,000	August, 1893	7½	26	May 11	*20	Feb. 17	26	June 14, 1898
..	..	**Flint & Pere Marquette**	3,298,200	....	..	14⅛	Feb. 14	*9⅛	Apr. 15	11½	May 14, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28	Mar. 15	19¼	Jan. 24	*20	May 18, 1898
..	..	Fort Worth & Rio Grande	3,108,100	....	..	16¾	Jan. 31	10	May 19	11	June 6, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1898	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
30	40	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*32½	Feb. 24, 1898
..	..	**H. B. Claflin**	8,829,100	April 15, 1898	1½	92½	Feb. 10	*87¾	June 20	*87¾	June 20, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	May 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	May 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,646,050	July 1, 1898	2	*320	Jan. 5	*320	Jan. 5	*320	Jan. 5, 1898
90	100	**Illinois Central** leased line	10,000,000	July, 1898	2	*94	Feb. 2	*94	Feb. 2	*94	Feb. 18, 1898
5½	6½	**Kanawha & Michigan**	9,000,000	....	..	*6⅜	Jan. 2	6	Feb. 2	6½	May 24, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1898
4	5	Keokuk & Des Moines	2,600,000	....	..	5½	June 11	*2½	Jan. 26	5½	June 14, 1898
17	19	Keokuk & Des Moines pf.	1,524,600	Jan. 15, 1895	90c.	18½	June 14	*13½	Mar. 19	*17	June 25, 1898
30	35	Keokuk & Western	4,000,000	April 1, 1898	1	34½	Mar. 1	30	June 2	30	June 2, 1898
4¼	9¾	Kingston & Pembroke	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
92	93	**Laclede Gas pf.**	2,500,000	June 15, 1898	2½	94½	Jan. 14	85	Mar. 12	92¼	June 10, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 13, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
½	1	Mexican National certificates	33,350,000	....	..	1½	May 2	1	Feb. 10	1¼	June 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 1	6½	Mar. 11, 1898
16	..	Minn., St. P. & S. Ste. Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
..	..	**Nash., Chat. & St. Louis**	10,000,000	May 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
5½	6	National Starch	5,000,000	....	..	9	Feb. 10	5	Apr. 25	6¼	May 12, 1898
65	80	National Starch 1st pf.	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	*65	June 22, 1898
..	..	New Central Coal	5,000,000	....	..	8½	June 24	6¼	Apr. 25	8½	June 24, 1898
12¾	14	N. Y., Chicago & St. Louis	14,000,000	....	..	15⅝	Jan. 31	*11⅜	Apr. 20	13¼	June 22, 1898
32	35	N. Y., Chi. & St. L. 2d pf.	11,000,000	....	..	40½	Jan. 29	28	Mar. 25	34	June 13, 1898
..	..	New York Mutual Gas	3,500,000	Jan. 10, 1898	4	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
3	5	Ontario Mining	15,000,000	Dec. 31, 1897	75c.	*5	June 17	*3	Mar. 8	*3	June 24, 1898
49	51	Oregon Railroad & Navigation	24,000,000	....	..	54½	Feb. 1	35½	Jan. 7	51	June 22, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1898	2	..	....	..	....	*95	Sept. 22, 1897
340	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
4	6	Peoria & Eastern	10,000,000	....	..	5¼	Feb. 11	*3	Jan. 26	*4½	June 10, 1898
..	..	Pierre Lorillard pf.	2,000,000	July 1, 1898	2	..	....	..	....	*115	Sept. 29, 1897
6	8	Pittsburg & Western pf.	5,000,000	....	..	7	June 17	5¾	June 11	7	June 17, 1898
1¾	2	**Quicksilver**	5,708,700	....	..	2¼	Jan. 27	2	Jan. 26	2	May 18, 1898
180	..	**Rens. & Saratoga**	10,000,000	July, 1898	4	*185	May 20	*183	Jan. 26	*185	May 20, 1898
121¾	..	Rome, Water. & Ogdensburg	10,000,000	May 16, 1898	1½	123	Jan. 4	*116¼	Mar. 26	122	June 24, 1898
7½	7¾	**St. Jo. & Grand Island**	4,600,000	....	..	8¾	Feb. 11	5½	Mar. 7	*7	June 21, 1898
..	..	St. Paul & Duluth	4,660,200	July 5, 1897	3	25	Jan. 8	20½	Jan. 26	*22	June 6, 1898
..	..	St. Paul & Duluth pf.	4,793,123	....	..	*88	Feb. 15	78	Apr. 2	80	May 12, 1898
152	155	St. Paul & Omaha pf.	12,646,833	Feb. 21, 1898	3½	155	Feb. 28	*148	Jan. 5	152	June 24, 1898
58¾	59½	Silver Bullion certificates	....	....	..	58	June 16	56	May 5	58	June 17, 1898
200	210	Sixth Avenue	2,000,000	July 1, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	Dec. 31, 1897	5	*144½	Jan. 8	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	....	..	....	10	July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
..	..	**Texas Pacific Land Trust**	10,370,000	....	..	7¾	June 8	5	May 27	7½	June 14, 1898
..	25	Toledo & Ohio Central	6,500,000	Nov. 25, 1893	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
..	45	Toledo & Ohio Central pf.	3,708,000	July 25, 1898	1¼	*41	Feb. 7	*38½	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit	15,010,000	....	..	22½	Feb. 25	19¾	Apr. 14	19⅝	May 26, 1898
..	..	Twin City Rapid Transit pf.	1,187,200	April, 1898	1¾	..	....	..	....	*95	Dec. 28, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	....	..	....	64	July 12, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 26, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	Jan. 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 18	7½	Jan. 5	8	Apr. 18, 1898
2	3	Wisconsin Central	12,000,000	....	..	3⅜	Jan. 17	1⅜	Mar. 22	2⅝	June 24, 1898
3	8	Wisconsin Central pf.	3,000,000	....	..	8	Jan. 17	5	Feb. 5	5	Feb. 5, 1898

*Sales of less than 100 shares.

TREASURY STATEMENT.

WASHINGTON, July 2.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 2d day of July, 1898:

CASH IN THE TREASURY.

Gold coin	$105,736,448.82		
Gold bullion	97,629,809.70		
		$203,416,258.52	
Outstanding gold certificates	$37,420,149.00		
Less gold certificates in Treasury	1,606,980.00		
		35,813,169.00	
			*$167,603,089.52
Standard silver dollars	$400,797,980.00		
Silver bullion	982,040.24		
		$401,780,020.24	
Outstanding silver certificates	$398,921,504.00		
Less silver certificates in Treasury	8,084,011.00		
		390,837,493.00	
			10,942,527.24
Standard silver dollars of 1890	$3,900,298.00		
Silver bullion of 1890, (cost)	97,218,982.00		
		$101,119,280.00	
Less outstanding Treasury notes		101,119,280.00	
United States notes		59,194,152.00	
Outstanding currency certificates	$26,625,000.00		
Less currency certificates in Treasury	830,000.00		
		25,795,000.00	
			33,399,152.00
Treasury notes of 1890	$2,608,804.00		
National bank notes	4,697,485.63		
Fractional silver coin	12,100,356.83		
Fractional currency	87.06		
Minor coin	1,250,227.32		
Deposits in National banks	42,046,222.26		
Bonds and interest paid	69,768.96		
			62,772,961.61
			$274,717,730.37
Less National bank 5 per cent. fund	$8,324,272.65		
Outstanding checks and drafts	3,822,551.36		
Disbursing officers' balances	45,843,411.27		
Post Office Department account	4,076,945.64		
Miscellaneous items	2,249,112.82		
			64,317,293.74
Available cash balance, including gold reserve			$210,400,436.63

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$367,122.92	$367,122.92	$367,122.92
Internal revenue	965,428.16	965,428.16	965,428.16
Miscellaneous	139,952.61	139,952.61	139,952.61
Total receipts	$1,472,503.69	$1,472,503.69	$1,472,503.69
EXPENDITURES.			
Civil and miscellaneous	732,000.00	732,000.00	732,000.00
War	100,000.00	100,000.00	100,000.00
Navy	5,000.00	5,000.00	5,000.00
Indians	50,000.00	50,000.00	50,000.00
Pensions	2,025,000.00	2,025,000.00	2,025,000.00
Total expenditures	2,912,000.00	2,912,000.00	2,912,000.00
Excess of expenditures over receipts	1,439,496.31	1,439,496.31	1,439,496.31
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	118,210.00	118,210.00	118,210.00
Redemptions under act July 14, 1890	76,480.00	[illegible]	[illegible]

REDEMPTION OF NOTES.	U. S. Notes. (Since 1878.)	Treasury Notes. (Since 1890.)	Total.
To date	$316,664,944.00	[illegible]	[illegible]
This fiscal year	42,727.00	22,540.00	[illegible]
This month	42,727.00	22,540.00	[illegible]
This day	31,161.00	[illegible]	[illegible]

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, section 12, act July 14, 1890.

High Grade Investment Securities
Suitable for Trustees, Institutions, and Private Investors.
FOR SALE BY
REDMOND, KERR & CO.,
BANKERS AND BOND DEALERS.
MEMBERS NEW YORK STOCK EXCHANGE.
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41 Wall Street, New York.

HATCH & FOOTE,
Bankers and Brokers,
Investment Securities, Stocks & Bonds
Bought and Sold on Commission.
No. 3 Nassau & 18 Wall St., N. Y.
Established 1867. Members N. Y. Stock Exchange.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Horn Silver	1.40	1.40	1.35	1.35	500
Iron Silver	.67	.67	.67	.67	800
Kings. & Pemb.	.25	.25	.24	.24	300
Phenix	.17	.18	.11	.18	1,000
Standard	1.75	1.75	1.75	1.75	1,000
Total sales					3,600

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.03	.03	.03	.03	2,000
Anaconda	.46	.46	.46	.46	300
Brunswick	.13	.13	.11	.11	700
Con. Cal. & Va.	.30	.30	.22	.22	700
Cripple Crk. Con.	.10	.10	.09	.09	1,100
Crown Point	.08	.08	.04	.04	2,000
Gould & Curry	.07	.07	.07	.07	1,000
Hale & Norcross	.71	.71	.71	.71	300
Iron Silver	.75	.75	.75	.75	600
Isabella	.26	.26	.26	.26	400
Leadville	.10	.10	.10	.10	1,000
Mollie Gibson	.25	.25	.25	.25	1,100
Occidental	.70	.70	.70	.70	200
Ophir	.22	.22	.22	.22	100
Pharmacist	.06	.06	.06	.06	500
Portland	1.15	1.20	1.15	1.20	400
Potosi	.07	.07	.07	.07	300
Standard	1.70	1.70	1.70	1.70	133
Sierra Nevada	.48	.50	.43	.50	1,400
Syndicate	.05	.05	.05	.05	100
Union Consol.	.15	.15	.15	.15	500
Total sales					14,833

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.02½	.03	.02½	.03	45,000
Can. Ball	.003½	.003½	.003½	.003½	10,000
Cr. Cr. Con.	.09⅛	.09¼	.08¾	.09⅛	39,000
C. Rock	.002⅛	.007	.002	.002½	97,000
Elkton	.93	.93	.92	.93	2,000
Garf'ld Cn.	.12¾	.13¼	.12½	.12¾	31,000
Gold Mag.	.002½	.002½	.002	.002	12,000
Golden Fl.	.28	.29	.28	.29	1,000
Isabella	.26	.28	.25	.26	9,000
Jefferson	.05¼	.06¼	.04⅞	.05¼	36,000
Justine	.04	.04	.04	.04	3,000
Lagonda	.22⅞	.24⅝	.22⅞	.24	11,500
Lillie	.87	.88	.87	.88	1,700
Mt. Rosa	.13	.13½	.12¾	.13	35,000
M. Gibson	.21	.21	.21	.21	500
Rocky Mt.	.06	.06	.06	.06	1,000
Sentinel	.003¾	.01¼	.003¾	.006½	367,000
Union	.16	.16¼	.16	.16	3,000
Waldorf	.05	.05	.05	.05	1,000
Total sales					705,800

Guaranty Trust Co.
of New York.
NASSAU, CORNER CEDAR STREET.
CAPITAL, - - - - - $2,000,000
SURPLUS, - - - - - $2,500,000
ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS, AND INDIVIDUALS, AS GUARDIAN, EXECUTOR, AND ADMINISTRATOR, TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.
INTEREST ALLOWED ON DEPOSITS subject to cheque or on certificate.
DRAFTS ON ALL PARTS OF GREAT BRITAIN, FRANCE AND GERMANY BOUGHT AND SOLD. COLLECTIONS MADE.
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JOHN GAULT, Manager Foreign Dept.
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Buys and sells exchange on the principal cities of the world, collects dividends and coupons without charge, issues travellers' and commercial letters of credit, receives and pays interest on deposits subject to cheque at sight or on notice, lends money on collaterals, deals in American and other investment securities, and offers its services as correspondent and financial agent to corporations, bankers and merchants.
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NATIONAL PROVINCIAL BANK OF ENGLAND, Limited,
PARR'S BANK, Limited.
Solicitors.
FRESHFIELDS AND WILLIAMS.
London Committee.
ARTHUR JOHN FRASER, Chairman.
DONALD C. HALDEMAN.

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Chicago Southern	1	Aug. 1	June 30	July 15
Chi. & Northwestern (semi-annual)	2½	July 6	June 8	June 27
Chi. & Northw. pf. (quarter)	1¾	July 6	June 8	June 27
Chi., Rock Island & Pac. (quarter)	1¼	Aug. 1	June 29	July 11
Chi., Rock Island & Pac. (extra)	*10	Aug. 1	June 29	July 11
C., St. P., M. & O. pf. (semi-annual)	3½	Aug. 20	July 30	Aug. 15
C., H. & D. pf., A. & B., (quarter)	1	July 5	June 18	July 5
C., C., C. & St. L. pf. (quarter)	1¼	July 20	June 30	July 6
Dayton & Mich. pf. (quarter	2	July 5	June 18	July 5
Del., Lack. & Western (quarter)	1¾	July 20	July 9	July 20
Den. & R. Grande pf. (semi-annual)	1½	July 15	July 11	July 18
Det., Hills. & Southwestern	2	July 5	....	....
Fitchburg (semi-annual)	2	July 15	June 30	July 16
Harrisburg Railroad	3½	July 10	....	....
L. S. & M. S. (semi-annual)	3½	July 29	June 30	July 14
Michigan Central	2	July 29	June 30	July 14
Minn. & St. L. 1st pf.	2½	July 15	June 30	July 16
Minn. & St. L. 2d pf.	2	July 15	June 30	July 16
New York Central (quarter)	1	July 15	June 30	July 16
Norfolk & Southern (quarter)	1	July 11	June 30	July 12
Northern Central	3	July 15	June 30	July 16
P., Ft. W. & Chi. (quarter)	1¾	July 5	....	....
Portland, Saco & Portsmouth	3	July 15	....	....
Rio Grande Western pf.	1¾	Aug. 1	June 30	Aug. 2
St. J. & Grand Island 1st pf.	2½	July 15	July 1	July 16
St. L. & San Francisco 1st pf.	2	July 6	June 22	July 6
St. L. & San Francisco 2d pf.	1	July 6	June 22	July 6
Southwestern of Georgia	2½	July 5	June 18	July 5
Ware River	3½	July 6	....	....

*Stock.

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Baltimore Consolidated	2	July 15	....	....
Metropolitan Street R'y. (quarter)	1¼	July 15	June 27	July 18
National Railway, St. Louis	1¼	July 9	July 1	July 16

BANK STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Continental National	3	July 5	....	....
Twenty-sixth Ward, Brooklyn	3	July 5	June 25	July 5

TRUST COMPANY STOCK.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Continental (quarter)	1½	July 11	July 1	July 12

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Am. Bell Telephone (quarter)	3	July 15	June 30	July 16
Am. Bell Telephone (extra)	1½	July 15	June 30	July 16
American Malting pf. (quarter)	1¾	July 15	July 2	July 16
American Tobacco	2	Aug. 1	July 15	Aug. 2
American Tobacco pf. (quarter)	2	Aug. 1	July 15	Aug. 2
Boston Electric Light	$1.50	July 15	....	....
C. & S. American Tel. (quarter)	1½	July 7	June 30	July 7
Consol. Car Heating (quarter)	1½	Aug. 1	....	....
Consolidated Ice pf. (quarter)	1½	July 15	July 5	July 18
Edison Electric Illuminating of New York (quarter)	1½	Aug. 1	....	....
Edison Electric Illuminating of Brooklyn (quarter)	1½	July 15	June 30	July 16
Equitable Gas & Electric, Utica, (quarter)	1¼	July 15	....	....
H. B. Claflin (quarter)	1½	July 15	July 5	July 16
International Paper pf. (quarter)	1½	July 11	June 25	July 12
J. B. Stetson pf.	4	July 15	July 9	July 16
Little Schuylkill Navigation Railroad & Coal	$1.25	July 12	....	....
Mexican Tel. (quarter)	2½	July 14	July 7	July 15
Minnesota Iron	1½	July 15	June 30	July 16
New Orleans Gas Light	2½	July 15	July 7	July 16
N. Y. Mutual Gas Light	3	July 11	June 25	July 12
N. Y. Mutual Gas Light (extra)	2	July 11	June 25	July 12
N. Y. & P. Tel. & Tel. (quarter)	1½	July 15	....	....
Pacific Coast 1st pf.	5	July 20	July 15	July 20
Pacific Coast 2d pf.	1	July 20	July 15	July 20
Philadelphia Company (quarter)	1	July 9	June 30	July 9
Procter & Gamble pf. (quarter)	2	July 15	July 1	July 16
Rhode Island Perkins Horse Shoe pf. (quarter)	1¾	July 15	July 5	July 16
Swift & Co. (quarter)	1½	July 5	June 18	July 6
Texas Pacific Coal	1	July 20	July 1	July 20
United Gas Imp. (quarter)	2	July 15	June 30	July 16
Wells-Fargo Express (semi-annual)	3	July 15	June 30	July 16
Western Gas (semi-annual)	3	July 20	July 8	July 21
West. Union Telegraph (quarter)	1¼	July 15	June 20	July 1
Westinghouse Air Brake (quarter)	5	July 9	June 30	July 9
Westinghouse Air Brake (extra)	15	July 9	June 30	July 9

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LONDON: 95 GRESHAM ST.
Capital paid up....$1,000,000
Surplus............ $200,000
Transacts a general trust business.
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